

## **Environmental Action Germany (DUH) detects nitrogen oxide emissions that are 20 times too high in tests with a Fiat 500X 2.0 diesel**

The DUH is publishing the results of new emission measurements of a Euro 6 diesel SUV from Fiat Chrysler Automobiles – In all emission tests in different test cycles with a warm engine, measurements were 11 to 22 times higher than the limit value – After publication by the DUH of greatly increased NOx emissions with the Opel Zafira, Renault Espace and a Mercedes C-Class, the French government announced an initial recall of Renault vehicles and Daimler and Opel were summoned to appear on account of the detection of high NOx levels – Minister of Transport Dobrindt is celebrating his fifth anniversary of doing nothing and continues to hinder clarification of the diesel exhaust scandal

Berlin, 02.09.2016: For the fourth time, the Environmental Action Germany (Deutsche Umwelthilfe, DUH) has had the nitrogen oxide (NOx) emissions of a diesel car investigated in the exhaust emission control lab of the University of Applied Science in Bern, Switzerland. A Fiat 500X SUV 2.0 MJ (Euro 6, initial registration in 2015 4,400 km mileage) was tested. In all tests conducted on the dynamometer with the engine in the warm state, the Fiat exhibited very high NOx emissions. The values exceed the applicable limit for Euro 6 vehicles by 11 to at least 22 times, with a reported value of 1,777 mg NOx/km. During the measurements performed on this SUV, the measuring range of the laboratory's measuring equipment for nitrogen oxides was often exceeded; the actual NOx emissions were thus even higher.

In total, eight tests on the chassis dynamometer were carried out, four of which were in accordance with the driving cycle (NEDC). Only when the two NEDC measurements in the "cold" vehicle state and with special conditioning the day before were measured were relatively low values near the Euro 6 limit recorded in line with expectations (133 or 105 mg NOx/km). All measurements at operating temperature, which usually result in lower exhaust emissions, showed extreme increases. Interestingly, during or after the tests, the vehicle signalled no so-called OBD (on-board diagnosis) errors via the warning lamp (MIL)

*"The measured NOx emissions of the Fiat 500X constitute a clear violation of EU approval rights. In the past four months, we have discovered highly increased nitrogen oxide emissions with cars from Opel, Renault, BMW and Mercedes and defeat devices that have been partly indirectly acknowledged. The Fiat 500X now joins an Italian-American automotive group in the circle of dirty diesel manufacturers. Thus the VW scandal is finally mutating into a diesel scandal involving not only German manufacturers," says DUH National Director Jürgen Resch. "The responsible management boards of the companies that, in full knowledge of the extremely elevated NOx emissions under normal driving condition, sell such dirty diesel cars, are guilty a thousand times over of malicious wounding resulting in death."*

The violations of EU type approval, which requires a functioning emission control "in normal use", as published by the DUH with regard to manufacturers Opel, Renault and Mercedes, have since been confirmed on several occasions. The DUH has forwarded to the BMVI (Federal Ministry of Transport and Digital Infrastructure) and the KBA (Federal Motor Transport Authority) further NOx measurements performed on an Opel Zafira in Prague that

reveal a different activation of the exhaust gas recirculation and the urea injection. This also explains the high nitric oxide levels in road measurements of this vehicle.

Dobrindt's ministry continues to show no interest in clarifying the diesel exhaust scandal. The DUH has never received any acknowledgments of receipt of the letters sent and exhaust measurements transmitted since September 2015. All requests for discussions at the political or working level have been either rejected or not even responded to in the first place and continue to be so.

That there is an alternative way is demonstrated by the US Environmental Protection Agency, with which the DUH is currently in an intimate exchange of views. The DUH was last invited for a personal conversation and exchange of information with EPA Director Christopher Grundler in the US embassy on 8 February 2016. In contrast to the German government, the European Commission, the Environment Committee of the European Parliament and various EU Member States also show great interest in the investigation of the exhaust scandal.

In the Netherlands, the Mercedes C-Class C220 CDi BlueTec was revealed in mid-January to be the dirtiest diesel car on the road in a comparative study conducted by the TNO on behalf of the local Ministry of the Environment. The DUH has since filed an application for withdrawing type approval for this vehicle with the KBA. In Belgium, authorities are investigating Opel due to research carried out by Belgian television regarding unauthorised software updates. And, in January, the French Minister for Ecology, Ségolène Royal, called on Renault to bring about a reduction in emissions even with temperatures lower than in the laboratory and announced an initial recall of Renault vehicles. In the past week, Daimler AG in France had to finally explain the high NOx emissions of Mercedes cars. According to information received, Adam Opel AG has been summoned to appear tomorrow, on Wednesday.

In Germany, the country where the diesel exhaust scandal originated, the Federal Ministry of Transport is looking forward to a special anniversary this week: on 11 September 2011, i.e. five years ago, the DUH informed the ministry responsible for the type approval of Volkswagen vehicles of the detailed measurements of highly elevated NOx emissions of a Euro 6 VW Passat, a vehicle with the infamous E189 engine.

*"How much smaller would the VW scandal have been if the officials had only taken the advice of the DUH seriously and had carried out investigations as early as the beginning of 2011! The ministerial inaction continues to this day. The exceedances of NOx emissions in an Opel Zafira, a Renault Espace and Mercedes-Benz identified by the DUH in tests it has had carried out have been transmitted to the BMVI. But instead of openly commenting on these violations and enforcing law and order through the withdrawal of type approvals and recall arrangements, the Ministry continues to maintain secrecy regarding the exhaust emissions from other manufacturers submitted to it early in November."*

International transport consultant Axel Friedrich explains: *"The extreme exceedances of the NOx emissions of an Opel Zafira, a Renault Espace, a Mercedes-Benz C-Class and now a Fiat SUV that have been established in the meantime are technically not plausible and indicate defeat devices. But instead of taking the measurements submitted as an opportunity to review the presence of defeat devices, the federal government is fighting for a softening of future emission limits for diesel cars in Europe – most recently in Strasbourg during last Wednesday's vote on the introduction of real-world driving emissions in the EU Parliament."*

## Links:

For the report regarding NOx measurements on a Fiat 500X 2.0 commissioned by the DUH, go to <http://l.duh.de/p090216>.

Printable pictures are available here: <http://l.duh.de/ fiat500>

The inspection records regarding the Opel, Renault and Daimler vehicles already tested by the exhaust emission control lab of the University of Applied Science in Bern on behalf of DUH can be found here:

Opel Zafira Diesel Euro 6b: <http://l.duh.de/p231015a>

Renault Espace Diesel: <http://l.duh.de/p241115>

Mercedes-Benz C 200 CDI: <http://l.duh.de/326wp>

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