

## Update of VW vehicles is effective in ADAC test

**2-litre diesel in exhaust emissions test: Lower levels of NOx emissions, no noteworthy changes in performance and consumption following software update / Levels of consumption differ considerably from manufacturer's data**

With the support of FIA (Fédération Internationale de l'Automobile), the automobile clubs ADAC, ÖAMTC and TCS examined the technical consequences resulting from the current retrofitting of diesel vehicles in the VW Group. The focus of the tests centred on the question of whether the technical adjustments in the Audi Estate 2.0 TDI models and the VW Golf 2.0 TDI BMT would have a negative effect on the exhaust emissions, the fuel consumption or the engine performance.

Result: in the NEDC (New European Driving Cycle), which is relevant for the type approval process, practically no change could be determined for nitrogen oxide emissions or in fuel consumption in the four models in the comparison of the results before and after the update. The emissions of NOx and CO2 as well as levels of fuel consumption remain largely unchanged following the update.

At higher load levels during the more realistic WLTC and BAB130 cycles, the NOx emissions were significantly reduced following the update, whilst levels of consumption increased only slightly. With the new software, these emissions are, depending on the vehicle and testing cycle, reduced by up to 12% in the Audis and by up to 36% in the Golf. Taking test inaccuracy of a maximum of +/- 2 % into account, a slight increase in fuel consumption of 0.4 to 2.5%, depending on the cycle, was recorded for the VW Golf tested by the ADAC.

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Overall, the results indicate that the VW update in the 2-litre diesel engines as tested can have a benefit for the environment under real driving conditions, whilst consumption and engine performance are hardly affected.

There is, however, a striking difference in the levels of diesel fuel consumption determined in the NEDC cycle during tests on all four vehicles: this was, even before the software modification, between 7 to 15 percent higher than the individual manufacturer's figures (normal consumption). In the VW Golf tested by the ADAC, the type approval figures for CO<sub>2</sub> (114 g/km) and fuel consumption (4.3 l/100 km) were exceeded by 7.2% and 8.6% respectively.

As concerns the assessment of the first test results ADAC, ÖAMTC and TCS state explicitly that the tests of individual vehicles cannot be a basis for general statements regarding all of the vehicles that have been recalled. The completed tests are meant to provide the members of the automobile clubs with an initial orientation regarding the effectiveness of the update. Vehicle-specific tests must be carried out to provide a basis for any individual legal claims.

A comprehensive report on the tests can be found as of 1 July 2016 at [www.adac.de/ecotest](https://www.adac.de/ecotest) (<https://www.adac.de/infotestrat/tests/eco-test/default.aspx?ComponentId=29755&SourcePageld=8749&quer=ecotest>) as well as in the next edition of ADAC motorwelt.

The test methods:

Three vehicles of the model type Audi Estate 2.0 TDI as well as a VW Golf 2.0 TDI BMT, all with a manual 6-speed gearbox and start/stop system were tested. The exhaust emissions, consumption and performance tests on the dynamometer as well as driving dynamics tests and road driving tests took place in May and June 2016 in Germany (ADAC Technical centre, Landsberg am Lech), Austria (Vienna University of Technology, Institute for Powertrains and Automotive Technology) and Switzerland (Swiss Federal Laboratories for Materials Science and Technology in Dübendorf and TCS test centre in Emmen).

The vehicles were tested both before and after the technical software update provided by the manufacturer. In order to review the vehicles under constant, standardised conditions, tests have to be carried out in an exhaust laboratory on a dynamometer test bed and whilst using specified test cycles. To this end, the vehicles were tested according to the NEDC, which is relevant for vehicle type approval, as well as the more realistic cycles WLTC and BAB130.