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| **Verification of the long-distance impact on real-world fuel consumption after eliminating the defeat device through VW-recall**  EMBARGO 24 OCTOBER 2018 h 10 AM CET |

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| On behalf of the FIA Region I, TCS Mobilitätsberatung is carrying out measurements on the Seat Exeo EA189 with regard to particle filter regeneration and fuel consumption. The aim of the measurements is to demonstrate the effects of the exhaust gas update on particle filter regeneration and fuel consumption in practice.  Following the first exhaust gas updates carried out by the VW Group, concerns were raised by vehicle owners who claimed that fuel consumption had increased or driving behaviour had changed as a result. Pre-/post-measurements carried out on various vehicle models by ADAC, ÖAMTC and TCS did not result in significant excess consumption; however, lower NOx emissions were detected under practical driving conditions on the test rig. This long-term test over a total of  20,000 km is intended to demonstrate the effects on the test vehicle and provide detailed indicated values. A vehicle was required for the test which satisfied the following criteria:  - EA189 diesel engine  - No exhaust gas update yet carried out  - Manual transmission  - Mileage of between 30,000 km and 140,000 km  - No modifications to the vehicle or previous involvement in an accident  A Seat Exeo 2.0 TDI was chosen for the test. This vehicle was sold in most European countries. The mileage upon purchase stood at 78,000 km.  The driver received information on the regeneration of the particle filter via a control lamp. This prevented the vehicle from being switched off during a regeneration, and as a result each regeneration was completed.  The difference in the kilometres driven between the individual regenerations was significantly and demonstrably reduced after the exhaust gas update. An average of 1,018 kilometres could be driven before the update (maximum 1,522 km, minimum 668 km); after the update the difference on average amounted to 676 kilometres (maximum 772 km, minimum 528 km). The regenerations lasted a similar length of time at 5 min 42 s before and 5 min 35 s after the update. The distance travelled is therefore  virtually identical at 9.1 km before and 9.35 km after the update.  No change in driving behaviour could be detected in any of the eight test drivers. The visual inspection of the particle filter and the EGR valve also showed hardly any changes.  Before the exhaust gas update, the test vehicle consumed on average 5.79 l (maximum 7.31 l, minimum 5.03 l) of diesel per 100 kilometres. This value was determined over a distance of 11,468 kilometres and in mixed driving mode (urban, overland, motorway). After the exhaust gas update, the consumption stood at 5.74 l/100 km (maximum 8.15 l, minimum 5.29 l) in the same driving style. Thus, the difference is clearly within the range of variation and gives no indication of an increase or decrease in consumption.  The increase in consumption during a regeneration is+68%, this over a distance of 0.89% of the driving distance before regeneration and 1.38% after regeneration. This means an excess consumption caused by the more frequent regenerations of 0.33% or 0.019 l/100 km. In practice, however, this is hardly noticeable.  Summary: The exhaust gas update from VW has a significant influence on the frequency of particle filter regeneration. Over the entire test period, no defect arose which could be attributed to the update. No change could be detected as regards the driving behaviour either. Consumption in practice before and after the update remained unchanged, although based on the test results of the more frequent regeneration, a minimum excess consumption of 0.33% can be detected. The visual inspection of the particle filter and EGR valve showed hardly any visual changes. |