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VW scandal: Another software affecting emissions control installed in its diesel-powered cars

By [Shayani Mukherjee @Shayani92](#) on October 09 2015 6:03 PM

Volkswagen North America CEO Michael Horn is sworn in prior to testifying before the House Energy and Commerce Committee on Capitol Hill in Washington October 8, 2015. Horn faced a Congressional hearing investigating the company's admission it cheated U.S. emissions tests. Reuters/Gary Cameron

Volkswagen might have installed a second set of software in their diesel-powered cars similarly affecting emissions control, say U.S. Federal and California regulators as they begin their investigation into it.

Failing to disclose about the software and seeking its approval from the regulators, [Volkswagen](#) informed that it had withdrawn 2016 models of its diesel cars from environmental certification in the United States.

“In Volkswagen Group of America’s recent discussions with the regulators, we described to the E.P.A. and C.A.R.B. that our emissions control strategy also included a software feature that should be disclosed to and approved by them,” the automaker said, referring to the Environmental Protection Agency and the California Air Resources Board.

According to the [New York Times](#), in a House Energy and Commerce subcommittee hearing on Thursday, Volkswagen’s American unit’s head, Michael Horn, disclosed about the installation of the software and issued an apology. The news was later confirmed by the Environmental Protection Agency and the California Air Resources Board.

Going by the state and federal laws, this software device is called auxiliary emissions control device which helps emissions equipment bring changes in its performance. However, whether it is similar to the previous emission tests’ evading device couldn’t be confirmed.

“VW did very recently provide E.P.A. with very preliminary information on an auxiliary emissions control device that VW said was included in one or more model years,” said Nick Conger, an agency spokesman. He confirmed that federal and California regulators are investigating about the device.

Last month, Volkswagen [admitted](#) that it had installed illegal software in 11 million of its diesel-powered cars to evade emissions control tests. EPA found the company of using illegal software that turns on the cars' full emissions control system when it detected an emissions testing whereas the controls remain turned off when the cars were being normally driven. This allows emission of large quantities of pollution rapidly.

Dan Becker, the director of the Safe Climate Campaign at the Center for Auto Safety, held this admission of the second computerised device into its systems was violating the laws. "They put it in their vehicles, and then they signed a certification petition to the regulator saying what they put in their vehicles and didn't mention it," he said.

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