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VW executive sees United States fixes soon in emissions test cheating



Rhodes Milton (</seller/.aspx?sellerId=111327>)

16 Jan. 2016

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The Environmental Protection Agency said Monday that VW's proposals to bring its diesels into compliance with emissions standards have been inadequate.

"The Volkswagen scandal has shown US regulations need to be tighter and our testing needs to be improved", said Daniel Becker, director of the Center for Auto Safety's Safe Climate Campaign.

A whole group of USA state attorneys general investigating VW's pollution scandal echoed Schneiderman's allegation, saying Volkswagen was withholding emails they had requested in order to find out more about excess emissions in 580,000 diesel cars sold in the US.

Diess said VW has already worked out approved solutions for the "large majority" of affected cars in Europe, where it will start to fix efforts this month. The brand chief suggested that he did not see Europe shifting away from diesels in the near future, a market that diesels have dominated for decades, but he did not elaborate on any expected changes to the company's strategy in the US market. As for 2016, "the most important task is to solve the diesel issue in the US", he said.

The complaint alleges that almost 600,000 diesel engine vehicles had illegal defeat devices installed, which impair their emission control systems and cause emissions to exceed EPA's standards, resulting in harmful air pollution. The U.S. Justice Department and German prosecutors are also investigating the automaker, which has said up to 11 million vehicles worldwide had the software.

However, the EPA said in a statement on Wednesday that discussions with VW "have not produced an acceptable forward".

The U.S. Justice Department and German prosecutors are also investigating VW's conduct.

"The United States will pursue all appropriate remedies against Volkswagen to redress the violations of our nation's clean air laws", the newswire quoted Assistant Attorney General John Cruden, who heads the Justice Department's environment and natural resources division. It could expose VW to more than \$200 billion in fines for violating the federal Clean Air Act.

Deiss said that the goals of this new focus are to make Volkswagen cars electric, autonomous, fully connected with other devices, and to create a new kind of experience for drivers and passengers. The group sued Volkswagen in federal court in October, seeking court-ordered restitution for environmental damage. Left unsettled was what advice to give half a million American VW owners still running vehicles that produce emissions that are as much as 40 times over the legal limit. The US authorities would reach a decision on this in January, the report noted.



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