



**Miguel ARIAS CAÑETE**  
Member of the European Commission

**Elżbieta BIENKOWSKA**  
Member of the European Commission

Brussels, **13 JUN 2016**

Dear Mr Müller,

Thank you for your letters, of 3 and 11 May 2016. We appreciate the summary that you provided of the results regarding the investigation on irregularities when determining CO<sub>2</sub> emissions during type-approval of vehicles of the Volkswagen Group and the partial replies regarding the recalls of vehicles affected by the NO<sub>x</sub> defeat device.

Regarding CO<sub>2</sub> emissions, you state that the conclusion of the assessments conducted by a neutral technical service under supervision by the KBA has resulted in an increase of the official fuel consumption of between 0.1 and 0.2 l/km for six model variants of model year 2016, leading to adjustments for 36,000 vehicles of annual production. You indicate that there were no incorrect fuel consumption values for series production vehicles in the approval process and that earlier model years were not affected by irregularities. You therefore ask the Commission to confirm the average specific emissions of CO<sub>2</sub> and the specific emissions targets for the Volkswagen Group for 2014.

However, the information provided in your letter is not sufficient and the Commission needs more substantiated evidence to assess the situation in order to be in a position to confirm the 2014 CO<sub>2</sub> monitoring data for Volkswagen.

On the issue of remedial measures following the detection of the NO<sub>x</sub> defeat device, we have noticed that KBA approved the technical solutions for the retrofitting of selected VW models and that 800.000 vehicles will be recalled as soon as possible. In your letter of 11 May 2016, you state that legal emission limits will be complied with and that there will be no effect on CO<sub>2</sub> emissions, fuels consumption, noise and general driving conditions.

**Mr Matthias Müller**  
*Chairman of the Board of Management*  
Volkswagen  
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We would be grateful to receive full and exhaustive information regarding the technical measures deployed to bring the affected vehicles in compliance with EU law. Moreover, we request clarity whether the retrofitting of affected vehicles will have any impact on the durability of the vehicles and/or their parts following the retrofit.

For that purpose, and apart from the questions above, we would ask you to send us full replies to the issues raised in our letter of 9 November 2015 and of 15 January 2016 as well as to provide details and clarification on the following:

1. On the investigations carried out for the CO<sub>2</sub> issue, we request comprehensive information on the methods used for the re-testing, details on the vehicles tested and the test results together with the corresponding relevant type approval values. Moreover, we ask you to provide the reasons why the adjustments of the CO<sub>2</sub> values for the model year 2016 should not apply retrospectively;
2. On NO<sub>x</sub> emissions, we request information on the gap in emissions between those tested in the scope of the type approval testing, and those in real life conditions;
3. The timing for recalls that will be organised, or are to be organised by the VW group in particular with a view to affected cars with 1.2l TDI EA189 engines, which was initially planned for the second quarter of 2016 but is now delayed.

You will further find enclosed in the annex a detailed list of issues to be clarified.

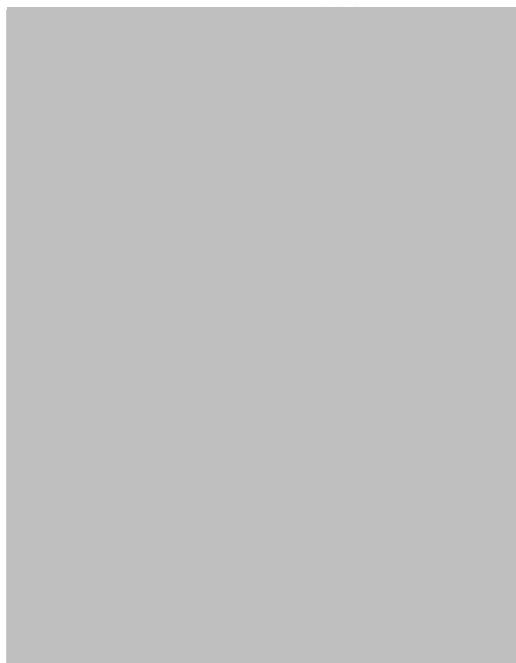
Finally, please allow us to underline that we consider your explanations regarding consumer compensation as unsatisfactory.

Actions undertaken by consumers on individual and collective basis across Europe clearly indicate dissatisfaction with the measures taken so far by the VW group. We, therefore, believe that additional efforts towards consumers are indispensable.

We would be grateful if your services could send the requested detailed information to the responsible Directors at the Commission services DG CLIMA and DG GROW (Artur.Runge-Metzger@ec.europa.eu and Gwenole.Cozigou@ec.europa.eu respectively).

As stated previously, as soon as your detailed answers and the full results of the investigations by the KBA will be available, the Commission will assess all relevant information with a view of taking a decision on the Volkswagen 2014 data.

Yours sincerely,



Annex:

Issues to be clarified following the letter dated 3 May 2016, in view of taking a decision on the Volkswagen 2014 CO2 emission data:

- Provide details on all the vehicles that have been investigated (type, variant and version code (TVV) and type approval number (TAN));
- Indicate, in CO2 emissions, the initial type approved values for each vehicle TVV and TAN concerned, any difference in values found;
- Indicate specifically how and on which basis the adjustments were made for the six model variants to which you are referring in your letter;
- Explain why no adjustments were considered necessary for three of the nine model variants that were re-tested;
- Explain the reasons for the difference in CO2 emissions between the type approval values and the values found by the Technical Service referred to in your letter;
- Provide the name of the Technical Service that conducted the assessments;
- Provide evidence supporting why the CO2 monitoring data for 2014 (and where available 2012, 2013) do not require any further adjustments;
- Confirm that any changes necessary to 2015 registration data as a result of this investigation will be communicated to the Commission as part of the standard error notification.