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### **CLEPA Statement on Diesel related inquiries in the US and Europe**

With regard to recent inquiries by US authorities into so-called defeat devices, applied to vehicles equipped with a Diesel engine, CLEPA, the European Association of Automotive Suppliers, expresses its concern about the potential image damages to our industry.

CLEPA members are developing a range of technologies to reduce pollutant emissions from vehicles. These technologies can perform satisfactorily under real world driving conditions – be it for gasoline or diesel cars. CLEPA strongly believes in technology-neutrality and smart regulation. European Automotive suppliers are continuously investing in innovative technologies which bring in the markets safer, greener and automated vehicles reinforcing the European technological leadership.

*“Diesel remains one of the key pillars in the portfolio of low CO2 technologies for delivering clean and affordable transport for future generations”*, said Mr Schockmel, CLEPA CEO.

The problem with real world emissions is neither linked to specific powertrain technologies nor specific emissions control technologies, but it is related to the integration and application of components in specific vehicle types. The correct calibration and integration of components into the vehicle systems lies in the responsibility of the vehicle manufacturer.

CLEPA believes that the modern combustion engine is part of the solution for both CO2 reductions and air quality improvements. Therefore, we support the introduction of a real-driving emissions (RDE) test to complement current testing. European Automotive suppliers strongly recommend a two-step approach starting in September 2017 for new light duty vehicle types including reasonable Conformity Factors (CF) with respect to technology available now.

In order to avoid severe repercussion for the European industry, highly ambitious CF must be very carefully evaluated considering that many current models will not be able to meet them. For all new vehicles, CLEPA supports a reasonable transition period following the RDE introduction for new types.

CLEPA members are confident that Euro 6 plus the RDE test will deliver the emission reductions that politics and society seek – for both diesel and gasoline powertrains and under real world driving conditions. This is also true, particularly, for NO<sub>x</sub> from diesel engine.

Diesel remains a key technology for achieving future CO2 targets: Over the last 15 years, nitrogen oxides (NO<sub>x</sub>) limits for diesel car engines have been reduced by 84%, and particulates (PM) by 90%. Diesel cars also have 15% lower CO2 emissions per kilometre than equivalent gasoline-powered vehicles.

*“European automotive suppliers are committed to keep pushing the technical boundaries in order to combine customer benefits of diesel in terms of fuel economy and low CO2 with*

*continuously reduced emissions. CLEPA members are firmly committed to stay in the lead by further investing in safety, environmental protection and societal responsibility”, concluded Mr Schockmel, CLEPA CEO.*

**CLEPA** is the European Association of Automotive Suppliers. 116 of the world's most prominent suppliers for car parts, systems and modules and 23 National trade associations and European sector associations are members of CLEPA, representing more than 3 thousand companies, employing more than 5 million people and covering all products and services within the automotive supply chain. Based in Brussels, CLEPA is recognized as the natural discussion partner by the European Institutions, United Nations and fellow associations (ACEA, JAMA, MEMA, etc).

More information: Mrs. Amalia Di Stefano, Deputy CEO, [a.distefano@clepa.be](mailto:a.distefano@clepa.be), +32 2 743 91 35, [www.clepa.eu](http://www.clepa.eu)