

# VOLKSWAGEN

GROUP UNITED KINGDOM LTD

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28 June 2016

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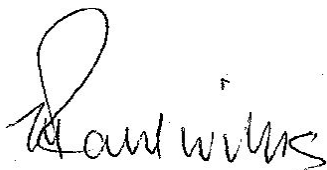
DATE

Dear Ms Ellman

I promised to keep you updated on any activity with regard to Volkswagen's emissions testing issue. This afternoon, in the United States, Volkswagen has issued a statement regarding the proposed agreement in the U.S. on TDI diesel engine vehicles. For your information, I attach a copy of this press release and also a helpful factsheet providing an update on the situation for affected vehicles in the European Union. As you will recall, the situation in Europe is very different to the US. In Europe Volkswagen has been able to agree upon a timetable and action plan for the modification of affected vehicles with the relevant authorities. The implementation of these measures began in January 2016.

If helpful, we can arrange a telephone call for me to update you on Volkswagen's implementation of technical solutions here in the UK. Please do let me know if you would like to arrange this.

Yours sincerely.



Paul Willis  
Managing Director  
Volkswagen Group UK Ltd.

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# EU/Other Parts of the World AFFECTED ENGINES & VEHICLES



## Introduction

For the EU and across the other parts of the world (outside of the United States and Canada) the technical solutions for the 2.0l, 1.6l and 1.2l TDI engines have been fundamentally approved by the Kraftfahrtbundesamt (KBA) – the German Federal Motor Transport Authority which is responsible for the type approvals in Germany. The implementation of the solution for affected vehicles with the 2.0l TDI engine has already started in various markets and Volkswagen is making good progress. The KBA has so far approved more than 3.7 million Group vehicles for the modification. Further clusters will be gradually approved after tests by KBA have been conducted. Volkswagen expects to receive approval for other high-volume models with the affected 2.0l TDI engines as well as for the 1.2l and 1.6l TDI engines in the near future. By late 2016, a technical solution should have been approved for all vehicles.

Technical solutions within the EU and across the other parts of the world (outside of the United States and Canada) are being tailored to comply with the official requirements of each individual country. Volkswagen is continuing to work diligently on the implementation of the technical solutions. This is being done in close consultation with the relevant authorities.





## Overview technical solutions for EU/Other Parts of the World

The technical solution for the 2.0l and 1.2l TDI engines consists of a software update, while a cost-effective hardware solution ("flow rectifier") has been found for 1.6l TDI engines.

|             |  1.2l TDI |  1.6l TDI |  2.0l TDI |
|-------------|--|--|--|
| Software    | X  | X  | X  |
| Hardware    | -  | X  | -  |
| Labour time | ~30 mins   | ~60 mins   | ~30 mins   |

## Implementation of technical solutions - Status quo in the EU/Other Parts of the World

The implementation of the technical solution for the 2.0l TDI engine has started with a first recall wave for the Volkswagen Amarok in February 2016. Since then, further approvals (e.g. for VW Golf, Passat and Tiguan) have been granted by the KBA.

|                          |  |  |  |  |  |
|--------------------------|---|---|---|---|---|
| <b>Volkswagen models</b> | Volkswagen Amarok   | Volkswagen Golf TDI BMT   | Volkswagen Passat, CC, Eos  | Volkswagen Tiguan, Caddy  | Volkswagen Golf   |
| <b>Amount</b>            | ~15,000 Group vehicles  | ~15,000 Group vehicles  | ~800,000 Group vehicles   | ~1.2m Group vehicles  | ~1m Group vehicles  |
| <b>Time of Approval</b>  | February 2016   | April 2016  | June 2016   | June 2016   | June 2016   |

As of 28 June 2016

## Impact for European customers

The implementation of the technical solutions will not result in any disadvantages for customers



No restriction on vehicle purchase or sale (new and used cars)



The affected customers will incur no costs as a result of the technical measures being carried out



No negative impact on residual values so far (verified for EU28, Australia and Turkey)



Minimal time required for retrofit:  
2.0L/1.2L < 30 minutes  
1.6L < 60 minutes



Fundamental approval for technical solution by KBA. Retrofit for first vehicles already started



As part of the recall process all customers are also being offered an appropriate replacement means of transport free of charge



No impact on consumption, engine/performance or driving characteristics;  
NO<sub>x</sub> limits met – Achieved for all previously approved vehicles