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Volkswagen emissions scandal: Which other cars fail to meet pollution safety limits?

As the car industry takes in news that Volkswagen rigged pollution tests, a transport group claims almost all diesel manufacturers breach pollution limits



Air pollution levels have not been falling in Britain even though the car industry claims that emissions have dropped Photo: ALAMY

By [Ashley Kirk](#)

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Every major car manufacturer is selling diesel cars that fail to meet EU air pollution limits, according to a report released this month.

While Volkswagen has made the headlines by admitting to rigging pollution tests with [software in VW and Audi diesels](#), new figures reveal that nine out of 10 diesels breach emissions regulations.

Analysis from [transport group Transport and Environment \(T&E\)](#) claims that the worst culprits were Audi, Opel, BMW and Volkswagen.

An Audi was the worst car identified in the survey. It emitted levels of nitrous oxide that were 22 times the allowed EU limit.



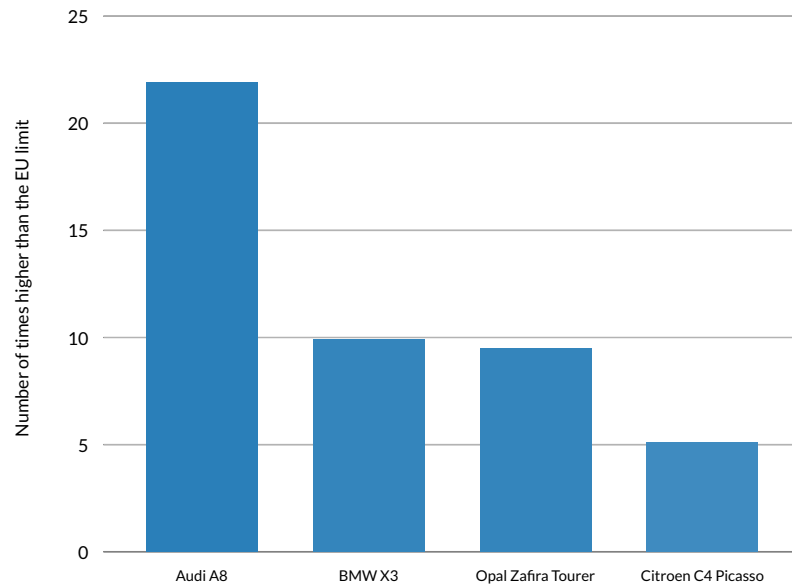
Audi was one of the companies named in the pollution report

T&E claims that, on average, new European diesel cars produce emissions roughly five times higher than the EU limit.

Out of 23 vehicles it tested on the road, just three met the required standards.

It names four particular vehicles, which it claims all passed the factory test but had on-the-road emissions several times higher than the EU limit.

Nitrogen oxide emissions produced, as a multiple of the legal EU limit



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Under new European standards, the maximum level for NOx in diesel models is 80mg/km.

In a [recent publication](#), T&E said that the gap was growing between on-the-road emissions and fuel consumption as measured on official tests.

This, it claimed, was down to unrealistic test conditions, a lack of transparency and a number of loopholes in testing protocols.

Volkswagon has set aside €6.5bn to cover the costs of [its "screw up"](#), as the company admitted that [11 million cars were fitted with pollution cheating](#) software.

Diesel vehicles are a significant presence on Europe's roads - with [Europe](#) accounting for three quarters of 2014's diesel car sales.

They emit more toxic particles than their petrol counterparts, leading to concern over their threat to human and environmental health.

Air pollution is estimated to cause [30,000 deaths each year](#) in Britain. A toxic gas called nitrous oxide is partly to blame, which causes smog, respiratory illness and heart and lung disease.



Would you choose a car based on emission standards?

Yes, I take pollution of the environment very seriously

No, I care more about having a car which is economical to run

I haven't given it much consideration - but I will in the future

I might - but only after China tackles its appalling pollution rates

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T&E, the authors of [the report](#), concluded that: "As a consequence of this and emissions from diesel machines, much urban air in Europe is not fit to breathe. The high levels of particles, nitrogen oxides and unburned fuel create a cocktail of harmful pollution.

"The effects are half a million premature deaths each year; a quarter of a million hospital admissions; and 100 million lost working days cumulatively costing over €900 billion."