

Blog –June 2016

Waiting for the Next Shoe to Drop--Is Only VW Really to Blame for the Diesel Fiasco or is the real Scandal about NHTSA, Other Car Manufacturers, Suppliers, Congress, Government Bureaucrats, the Industry Press, & the Way OEMs Sell Cars?

First Off --What really did VW do that was so awful? Did the whole MPG- Emissions system set them up? And were they the only ones who did what? Have all the OEM's been marketing emission and mpg numbers that were a product of a measurement systems that could have somehow produced the conditions that caused VW to do whatever it really did?

Were the VW diesel owners really harmed by what supposedly happened? Or better yet was the loss of residual or resale value of the VW diesels compounded when people saw an opportunity to gain compensation and a new vehicle?

Of the number of vehicles involved, how many really were really as much as 10% over the carbon standard? Do anyone really know that number?

Is the now infamous VW Scandal really confined to just VW?

Better yet- Is the scandal just about VW or also about the system, infrastructure, and process that was set up to measure the performance and carbon emissions of vehicles?

Is this whole VW scandal really a scandal or even an outright injustice imposed on VW?

Is the whole automotive industry somehow directly or indirectly involved in what has happened or is about to happen?

Could NHTSA and the way measures emissions somehow have set up the VW situation and therefore in real way are really major part of the problem?

Why is there one standard or one emission measurement process or standard in the U.S. and another one in Europe? Do European's really give a damn about carbon emissions?

Is this whole thing a way to make the non-engineering leadership of NHTSA look good? Why was there a change in the management at NHTSA shortly after the so called expose?

Are the potential fines for VW and Toyota before a way for the Feds to gain massive revenues?

Why has VW acquiesced to the "charges"?

Did NHTSA and the Press over blow & fully disclose the charges about the actual emission performance of the 11M VW diesels in this country? Was the 40% Emission levels confined to only a fraction of this number?

Why don't we measure carbon output instead of the Miles per Gallon performance of vehicles?

Is there an emissions–MPG contest going on that really has no real value to consumers other than to give them some benchmark for fuel efficiency among various vehicles brands?

Real Question: **Will or are more OEMs, Tuners, & Vendors about to be “caught”?**

Are the environmentalists unduly seeking to influence governmental regulators?

Who is calling the Pot black? Casting the first software algorithm stone?

Daimler & GM just recalled 630,000 diesel powered cars to repair defective emissions controls.

PSA Group or Peugeot and Citroen offices were raided during second week of April. Why?

It is estimated that in California alone there are at least 25,000 tuners who have or do mess with the catalytic emission controls to increase the performance of their vehicles

Mitsubishi Motors just got nailed for manipulating the MPG performance of 625,000 mini vehicles

Before that Hyundai fessed up to messing with reported MPG performance.

Almost monthly, one OEM or another admits that its claims of fuel performance or engine performance has some mistake or were improperly reported.

Somehow from the beginning, this VW “scandal” never really seemed like a real scandal event though some corporate executives and engineers were sacrificed or thrown under the bus. Even the apologetic executives seemed confused and hesitant to really admit the problem and seemed, therefore, reluctant to do anything about it.

Not to necessarily seek to establish a “conspiracy” of some sort, but rather to say that the whole premise of reporting vehicle fuel performance seems almost impossible if not inherently inaccurate.

What should we do? Stop claims about MPG; Start talking, measuring, and reporting Green House gases or carbon foot prints of vehicles and their owners.

Change the way NHTSA measures vehicle performance. Change NHTSA. Put some automotive engineers in charge, not bureaucrats. Create vehicle performance standards global and universal and get the lawyers, lobbyists, consumer groups, & marketing out of this whole fiasco. Free VW and the automotive industry of this ridiculous mess.

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