

Annual ISC Report in accordance to Regulation (EU) 2018/1832, Annex II, Part B		F3-21
Version:	01	Vérification:
Date:	16.03.2021	Validation:

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Production year: 2020

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00	2022-03-31	Initial version
01	2022-06-30	Addition of test results Editorial changes and corrections
02	2024-11-29	Addition of test results Editorial changes and corrections Final Edition

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Glossary:

CI	compression ignition
CO	carbon monoxide
dyn.	dynamics
GTAA	granting type approval authority
HC	hydro carbons
ISC	in-service conformity
NMHC	non-methane hydro carbons
NO _x	nitrogen oxides
PI	positive ignition
PM	particle mass
PN	particle number
RDE	real driving emissions
start.	started
THC	total hydro carbons
und.	undefined
VIN	vehicle identification number

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A. Quick overview and main conclusions

With the new in-service conformity in accordance to Regulation (EU) 2018/1832, Annex II, Part B, the granting type approval authority has to conduct tests (type 1 and type 1a RDE (type 1a), optional type 4 and type 6) for at least 5 % (or a minimum of two families) of the manufacturers ISC families granted at the relative type approval authority.

The seven manufacturers listed below are obliged to perform ISC tests under supervision of SNCH S.A for all their ISC families exceeding 5000 vehicles sold within the EU within the relevant year. All ISC-families shown in this report have sales numbers below 100000 vehicles during the relevant year within the EU, thus only one sample of minimum 3 vehicles has to be tested:

- Audi AG
- Audi Sport GmbH
- Audi Hungaria Zrt.
- Mazda Motor Corporation
- Mazda Motor Logistics Europe
- Subaru Corporation
- VW AG

UTAC and DEKRA were chosen by SNCH S.A. to perform the type approval authority ISC tests as independent technical services.

All vehicles tested and reported, (manufacturer tests and UTAC / DEKRA tests on behalf of SNCH S.A.) passed the type 1 (and RDE, type 1a) test, with emissions below the allowed limit, except one vehicle of ISC-Family 13-MAZ-0010.

After analysis of the failed vehicle and after having tested the sufficient number of vehicles, according to the statistical procedure laid down in the Regulation, to obtain a “pass” result, all ISC families have been closed.

This report is final, no further actions or tests planned!

Observation: In general, all updates are underlined, but for appendixes B, C & D where the table layout has changed, only added data will be underlined to improve readability.

B. ISC activities performed by the manufacturer in the previous year:

1) Information gathering by manufacturer

The manufacturers recorded sales and produced numbers for each ISC family. If sales/produced numbers pass the mark of 5000 for the given year, an ISC procedure has to be performed for the ISC family in case.

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2) ISC testing (including planning and selection of families tested, and final results of tests)

Audi AG:

Total amount of ISC families	23
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	13
Amount of ISC families with a valid ISC test	9
Amount of ISC families with > 5000 vehicles sold to be tested	4

ISC-families of the manufacturer:

#	ISC family	# of cars tested	# of cars failed	status
1	3G01	-	-	<u>valid test</u>
2	3H01	-	-	<5000
3	4C00	-	-	<5000
4	4C01	-	-	<5000
5	4D02-A	-	-	<u>valid test</u>
6	4D02-B	-	-	<u>valid test</u>
7	4G04	-	-	<u>valid test</u>
8	4G05-A	-	-	<u>valid test</u>
9	4H01	<u>3</u>	<u>0</u>	<u>pass</u>
10	4H02	-	-	<u>valid test</u>
11	4H03	-	-	<u>valid test</u>
12	4P01	<u>4</u>	<u>0</u>	<u>pass</u>
13	4P02	<u>3</u>	<u>0</u>	<u>pass</u>
14	6D01	3	0	pass
15	6G00	-	-	<5000
16	6H00	-	-	<u>valid test</u>
17	6H01	-	-	<u>valid test</u>
18	6H02	-	-	<5000
19	6P01	-	-	<5000
20	8D00	-	-	<5000
21	8G03	-	-	<5000
22	8G04	-	-	<5000
23	8H00	-	-	<5000

Audi Sport GmbH:

Total amount of ISC families	4
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Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	2
Amount of ISC families with a valid ISC test	0
Amount of ISC families with > 5000 vehicles sold to be tested	2

ISC-families of the manufacturer:

#	ISC family	# of cars tested	# of cars failed	status
1	5G01	<u>3</u>	0	<u>pass</u>
2	6G02	-	-	<5000
3	10G01	-	-	<5000
4	8H01	<u>3</u>	0	<u>pass</u>

Audi Hungaria Zrt.:

Total amount of ISC families	1
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	1
Amount of ISC families with a valid ISC test	0
Amount of ISC families with > 5000 vehicles sold to be tested	1

ISC-families of the manufacturer:

#	ISC family	# of cars tested	# of cars failed	status
1	4G05-B	<u>3</u>	0	<u>pass</u>

Bentley Motors Limited:

Bentley is a small volume manufacturer, thus no ISC tests are required.

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Ford Werke GmbH:

Total amount of ISC families	1
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	0
Amount of ISC families with a valid ISC test	0
Amount of ISC families with > 5000 vehicles sold to be tested	0

ISC-families of the manufacturer:

#	ISC family	# of cars tested	# of cars failed	status
1	IP-U625_2019_00001-WF0-1	-	-	<5000

Mazda Motor Corporation:

Total amount of ISC families	11
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	6
Amount of ISC families with a valid ISC test	<u>5</u>
Amount of ISC families with > 5000 vehicles sold to be tested	<u>2</u>

ISC-families to test (type 1) by manufacturer:

#	ISC family	# of cars tested	# of cars failed	status
1	13-MAZ-0001	-	-	<u>valid test</u>
2	13-MAZ-0002	-	-	<u>valid test</u>
3	13-MAZ-0003	-	-	<u>valid test</u>
4	13-MAZ-0004	-	-	<5000
5	13-MAZ-0005	-	-	<u>valid test</u>
6	13-MAZ-0006	-	-	<u>valid test</u>
7	13-MAZ-0007	<u>3</u>	<u>0</u>	<u>pass</u>
8	13-MAZ-0008	<u>3</u>	<u>0</u>	<u>pass</u>
9	13-MAZ-0012	-	-	<5000
10	13-MAZ-0015	-	-	<5000
11	13-MAZ-0017	-	-	<5000

Please refer to *Appendix B - Mazda Motor Corporation* for final results.

Mazda Motor Logistics Europe:

Total amount of ISC families	4
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	2
Amount of ISC families with a valid ISC test	0
Amount of ISC families with > 5000 vehicles sold to be tested	2

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ISC-families to test (type 1) by manufacturer:

#	ISC family	# of cars tested	# of cars failed	status
1	13-MAZ-0009	-	-	<5000
2	13-MAZ-0010	<u>3</u>	<u>0</u>	<u>pass</u>
3	13-MAZ-0011	<u>3</u>	<u>0</u>	<u>pass</u>
4	13-MAZ-0016	-	-	<5000

Please refer to *Appendix B - Mazda Motor Logistics Europe* for final results.

Skoda Auto a.s.:

Total amount of ISC families	1
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	0
Amount of ISC families with a valid ISC test	0
Amount of ISC families with > 5000 vehicles sold to be tested	0

ISC-families to test (type 1) by manufacturer:

#	ISC family	# of cars tested	# of cars failed	status
1	13-SKx-715W_AA_CHYE_FM5_0_A	-	-	<5000

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Subaru Corporation:

Total amount of ISC families	5
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	1
Amount of ISC families with a valid ISC test	0
Amount of ISC families with > 5000 vehicles sold to be tested	1

ISC-families to test (type 1) by manufacturer:

#	ISC family	# of cars tested	# of cars failed	status
1	ISC16MICON	-	-	<5000
2	ISC20DICON	-	-	<5000
3	ISC20D4CON	-	-	<5000
4	ISC20DIHEV	<u>3</u>	<u>0</u>	<u>pass</u>
5	ISC25MICON	-	-	<5000

Please refer to *Appendix B - Subaru* for final results.

Toyota Motor Europe:

Total amount of ISC families	1
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	0
Amount of ISC families with a valid ISC test	0
Amount of ISC families with > 5000 vehicles sold to be tested	0

ISC-families to test (type 1) by manufacturer:

#	ISC family	# of cars tested	# of cars failed	status
1	ISC20D4CON	-	-	<5000

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VW AG:

Total amount of ISC families	86
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	22
Amount of ISC families with a valid ISC test	15
Amount of ISC families with > 5000 vehicles sold to be tested	10

ISC-families to test (type 1) by manufacturer:

#	ISC family	# of cars tested	# of cars failed	status
1	13-VWx-715W_1T_DTRC_FM6_0_A_1_1-000	-	-	< 5000
2	13-VWx-715W_1T_DTSB_FD7_0_A_1_1-000	-	-	< 5000
3	13-VWx-715W_3C_DSRA_FM6_0_A_1_0-000	3	0	pass
4	13-VWx-715W_3C_DSRB_FD7_0_A_1_0-000	-	-	<u>valid test</u>
5	13-VWx-715W_3C_DTRA_FD7_0_A_1_0-000	-	-	< 5000
6	13-VWx-715W_3C_DTRA_FD7_0_B_1_0-000	-	-	< 5000
7	13-VWx-715W_3C_DTSA_FM6_0_A_1_0-000	-	-	< 5000
8	13-VWx-715W_3C_DTSA_FM6_0_B_1_0-000	-	-	< 5000
9	13-VWx-715W_3C_DTSB_FD7_0_A_1_0-000	3	0	pass
10	13-VWx-715W_3C_DTSB_FD7_0_B_1_0-000	-	-	< 5000
11	13-VWx-715W_3C_DTUA_AD7_0_A_1_0-000	-	-	< 5000
12	13-VWx-715W_3C_DTUA_AD7_0_B_1_0-000	-	-	< 5000
13	13-VWx-715W_3C_DTUA_FD7_0_A_1_0-000	-	-	< 5000
14	13-VWx-715W_3C_DTUA_FD7_0_B_1_0-000	-	-	< 5000
15	13-VWx-715W_5N_DTRC_FM6_0_A_1_0-000	-	-	< 5000
16	13-VWx-715W_5N_DTSA_FM6_0_A_1_0-000	-	-	< 5000
17	13-VWx-715W_5N_DTSA_FM6_0_A_1_1-000	-	-	< 5000
18	13-VWx-715W_5N_DTSB_AD7_0_A_1_0-000	-	-	< 5000
19	13-VWx-715W_5N_DTSB_AD7_0_B_1_0-000	-	-	< 5000
20	13-VWx-715W_5N_DTSB_FD7_0_A_1_0-000	-	-	< 5000
21	13-VWx-715W_5N_DTSB_FD7_0_B_1_0-000	-	-	< 5000

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#	ISC family	# of cars tested	# of cars failed	status
22	13-VWx-715W_5N_DTUA_AD7_0_A_1_0-000	-	-	< 5000
23	13-VWx-715W_5N_DTUA_AD7_0_B_1_0-000	-	-	< 5000
24	13-VWx-715W_A1_DFFA_AD7_0_A_1_0-000	-	-	< 5000
25	13-VWx-715W_A1_DFFA_AD7_0_B_1_0-000	-	-	< 5000
26	13-VWx-715W_A1_DFFA_FD7_0_A_1_0-000	-	-	<u>valid test</u>
27	13-VWx-715W_A1_DFFA_FM6_0_A_1_0-000	-	-	< 5000
28	13-VWx-715W_A1_DFHA_AD7_0_A_1_0-000	-	-	< 5000
29	13-VWx-715W_A1_DGTE_FM6_0_A_1_0-000	-	-	<u>valid test</u>
30	13-VWx-715W_A1_DKRF_FM6_0_A_1_2-000	-	-	< 5000
31	13-VWx-715W_A1_DKRF_FM6_0_A_1_3-000	-	-	<u>valid test</u>
32	13-VWx-715W_A1_DKZA_AD7_0_A_1_0-000	-	-	< 5000
33	13-VWx-715W_A1_DLAA_FM6_0_A_1_0-000	-	-	< 5000
34	13-VWx-715W_A1_DLAA_FM6_0_A_1_1-000	-	-	< 5000
35	13-VWx-715W_A1_DLAA_FM6_0_B_1_0-000	-	-	< 5000
36	13-VWx-715W_A1_DNFC_AD7_0_A_1_0-000	-	-	< 5000
37	13-VWx-715W_A1_DNFC_AD7_0_B_1_0-000	-	-	< 5000
38	13-VWx-715W_A1_DNUE_AD7_0_A_1_0-000	-	-	< 5000
39	13-VWx-715W_A1_DPCA_FD7_0_A_1_0-000	3	0	pass
40	13-VWx-715W_A1_DPCA_FD7_0_A_1_1-000	-	-	< 5000
41	13-VWx-715W_A1_DPCA_FD7_0_A_1_2-000	3	0	pass
42	13-VWx-715W_A1_DPCA_FD7_0_B_1_0-000	-	-	<u>valid test</u>
43	13-VWx-715W_A1_DPCA_FD7_0_B_1_2-000	3	0	pass
44	13-VWx-715W_A1_DPCA_FM6_0_A_1_0-000	-	-	<u>valid test</u>
45	13-VWx-715W_A1_DPCA_FM6_0_A_1_1-000	-	-	< 5000
46	13-VWx-715W_A1_DPCA_FM6_0_A_1_2-000	-	-	< 5000
47	13-VWx-715W_A1_DPCA_FM6_0_B_1_2-000	-	-	< 5000
48	13-VWx-715W_A1_DTRD_FM6_0_A_1_0-000	-	-	< 5000
49	13-VWx-715W_A1_DTRD_FM6_0_B_1_0-000	-	-	< 5000
50	13-VWx-715W_A1_DTTA_FM6_0_A_1_0-000	-	-	< 5000
51	13-VWx-715W_A1_DTTC_AD7_0_A_1_0-000	-	-	< 5000
52	13-VWx-715W_A1_DTTC_AD7_0_B_1_0-000	-	-	< 5000

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#	ISC family	# of cars tested	# of cars failed	status
53	13-VWx-715W_A1_DTTC_FD7_0_A_1_0-000	-	-	< 5000
54	13-VWx-715W_AA_CHYE_FM5_0_A_1_0-000	-	-	<u>valid test</u>
55	13-VWx-715W_AA_CHYE_FM5_0_A_2_0-000	-	-	< 5000
56	13-VWx-715W_AA_CPGA_FM5_0_A_1_0-000	-	-	< 5000
57	13-VWx-715W_AA_CPGA_FM5_0_A_2_0-000	-	-	< 5000
58	13-VWx-715W_AA_CPGA_FM5_0_A_2_3-000	-	-	< 5000
59	13-VWx-715W_AA_DKRA_FM6_0_A_1_0-000	-	-	< 5000
60	13-VWx-715W_AA_DKRA_FM6_0_A_1_1-000	-	-	< 5000
61	13-VWx-715W_AA_DSGC_FM5_0_A_1_0-000	3	0	pass
62	13-VWx-715W_AW_DKLA_FM5_0_A_1_1-000	-	-	<u>valid test</u>
63	13-VWx-715W_AW_DKRF_FD7_0_A_1_1-000	-	-	< 5000, <u>valid test</u>
64	13-VWx-715W_AW_DKRF_FM6_0_A_1_1-000	-	-	<u>valid test</u>
65	13-VWx-715W_C1_DGTD_FD7_0_A_1_0-000	-	-	< 5000, <u>valid test</u>
66	13-VWx-715W_C1_DGTD_FM5_0_A_1_0-000	-	-	< 5000, <u>valid test</u>
67	13-VWx-715W_C1_DKLA_FM5_0_A_1_1-000	3	0	<u>valid test</u>
68	13-VWx-715W_C1_DKRF_FD7_0_A_1_1-000	3	0	<u>valid test</u>
69	13-VWx-715W_C1_DKRF_FM6_0_A_1_1-000	3	0	<u>valid test</u>
70	13-VWx-715W_C1_DLAA_FD7_0_A_1_0-000	-	-	< 5000
71	13-VWx-715W_C1_DLAA_FM6_0_A_1_0-000	-	-	< 5000
72	13-VWx-715W_C1_DLAA_FM6_0_B_1_0-000	-	-	< 5000
73	13-VWx-715W_C1_DLAC_FM5_0_A_1_0-000	3	0	pass
74	13-VWx-715W_C1_DPCA_FD7_0_A_1_0-000	-	-	< 5000
75	13-VWx-715W_C1_DPCA_FD7_0_A_1_1-000	-	-	< 5000
76	13-VWx-715W_C1_DPCA_FD7_0_B_1_0-000	-	-	< 5000
77	13-VWx-715W_C1_DPCA_FD7_0_B_1_1-000	-	-	< 5000
78	13-VWx-715W_CD_DSRB_FD7_0_A_1_0-000	3	0	pass
79	13-VWx-715W_CD_DSRB_FD7_0_B_1_0-000	-	-	< 5000
80	13-VWx-715W_CD_DSUD_FM6_0_A_1_0-000	3	0	pass
81	13-VWx-715W_CD_DSUD_FM6_0_A_1_1-000	3	0	pass
82	13-VWx-715W_CD_DSUD_FM6_0_B_1_0-000	-	-	< 5000
83	13-VWx-715W_CD_DTRD_FM6_0_A_1_0-000	-	-	< 5000

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#	ISC family	# of cars tested	# of cars failed	status
84	13-VWx-715W_CD_DTSB_FD7_0_A_1_0-000	-	-	<5000
85	13-VWx-715W_CD_DTSB_FD7_0_B_1_0-000	-	-	<5000
86	13-VWx-715W_CD_DTUA_FD7_0_A_1_0-000	-	-	<5000

Please refer to *Appendix B – VW AG* for final results.

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C. ISC activities performed by accredited laboratories or technical services in the previous year:

3) Information gathering and risk assessment

No data available.

4) ISC testing (including planning and selection of families tested, and final results of tests)

The following vehicles have been tested by 3rd parties:

#	Manufacturer	ISC family	test type	status
1	Audi AG	4G04	1a	<u>1 valid trip emissions pass</u>
2	Audi AG	4P02	1a	<u>1 valid & 2 non-valid trips emissions pass</u>
3	Audi AG	4H01	1a	<u>1 non-valid trip emissions pass</u>
4	Audi AG	3G01	1a	<u>1 valid & 1 non-valid trip emissions pass</u>
5	Mazda Motor Corporation	13-MAZ-0007-00	1a	<u>1 valid trip emissions pass</u>
6	Volkswagen AG	13-VWx-715W_A1_DPCA_FD7_0_A_1_2-000	1a	<u>1 valid trip emissions pass</u>
7	Volkswagen AG	13-VWx-715W_C1_DLAA_FD7_0_A_1_0-000	1a	<u>1 valid trip emissions pass</u>

All tests (including voluntary and involuntary invalid RDE-Trips) showed results within the emission limits.

No further action to be taken!

Please refer to *Appendix C – 3rd parties* for final results.

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D. ISC activities performed by the granting type approval authority in the previous year:

5) Information gathering and risk assessment

SNCH S.A. did not do any kind of testing or monitoring or sensing beforehand the ISC tests. For the applicable ISC-families. The risk assessment was based on the available data from the manufacturers, e.g. sales numbers and emission related warranty claims.

The total amount of sold vehicles was chosen as the most important criterion for the risk assessment. A large number of cars on the road gives high potential for pollution. Second criterion for the risk assessment was the emission related warranty claims the manufacturer reported. Based on this data, the initial choice of ISC families was done. Reduced vehicle availability however led to some changes.

6) ISC testing (including planning and selection of families tested, and final results of tests)

Audi AG:

Total amount of ISC families	23
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	<u>13</u>
Amount of ISC families to be tested by GTAA (5 % or at least 2)	2

Tested ISC-families (type 1 and type 1a RDE):

#	ISC family	# of cars tested	# of cars failed	status
1	3G01	<u>3</u>	<u>0</u>	<u>pass</u>
2	4H03	<u>3</u>	<u>0</u>	<u>pass</u>

Please refer to *Appendix D – Audi AG* for final results.

Audi Sport GmbH:

Total amount of ISC families	4
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	2
Amount of ISC families to be tested by GTAA (5 % or at least 2)	2

Tested ISC-families (type 1 and type 1a RDE):

#	ISC family	# of cars tested	# of cars failed	status
1	5G01	3	0	pass
2	8H01	3	0	pass

Please refer to *Appendix D – Audi Sport GmbH* for final results.

Audi Hungaria Zrt.:

Total amount of ISC families	1
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	1
Amount of ISC families to be tested by GTAA (5 % or at least 2)	1

Tested ISC-families (type 1 and type 1a RDE):

#	ISC family	# of cars tested	# of cars failed	status
1	4G05-B	<u>3</u>	<u>0</u>	<u>pass.</u>

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Please refer to *Appendix D – Audi Hungaria Zrt.* for final results.

Mazda Motor Corporation:

Total amount of ISC families	11
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	6
Amount of ISC families to be tested by GTAA (5 % or at least 2)	2

Tested ISC-families (type 1 and type 1a RDE):

#	ISC family	# of cars tested	# of cars failed	status
1	13-MAZ-0002	<u>3</u>	0	<u>pass</u>
2	13-MAZ-0008	<u>3</u>	0	<u>pass</u>

Please refer to *Appendix D – Mazda Motor Corporation* for final results.

Mazda Motor Logistics Europe:

Total amount of ISC families	4
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	2
Amount of ISC families to be tested by GTAA (5 % or at least 2)	2

Tested ISC-families (type 1 and type 1a RDE):

#	ISC family	# of cars tested	# of cars failed	status
1	13-MAZ-0010	<u>4</u>	<u>1</u>	<u>pass</u>
2	13-MAZ-0011	<u>3</u>	<u>0</u>	<u>pass</u>

Please refer to *Appendix D – Mazda Motor Logistics Europe* for final results.

Subaru Corporation:

Total amount of ISC families	5
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	1
Amount of ISC families to be tested by GTAA (5 % or at least 2)	1

Tested ISC-families (type 1 and type 1a RDE):

#	ISC family	# of cars tested	# of cars failed	status
1	ISC20DIHEV	3	0	pass

Please refer to *Appendix D - Subaru* for final results.

VW AG:

Total amount of ISC families	86
Amount of ISC families with > 5000 vehicles sold in <u>2020</u>	22
Amount of ISC families to be tested by GTAA (5 % or at least 2)	2

Tested ISC-families (type 1 and type 1a RDE):

#	ISC family	# of cars tested	# of cars failed	status
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1	13-VWx-715W_C1_DKRF_FD7_0_A_1_1-000	3	0	pass
2	13-VWx-715W_3C_DSRB_FD7_0_A_1_0-000	3	0	pass

Please refer to *Appendix D – VW AG* for final results.

7) Detailed investigations

Based on the results so far, no detailed investigations were deemed necessary.

8) Remedial measures

No remedial measures to be taken.

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E. Assessment of the yearly expected emissions decrease due to any ISC remedial measures

Not applicable.

F. Lessons Learned (including for performance of instruments used)

Hard to find the appropriate cars.

G. Report of other invalid tests

Please refer to *Appendix C – 3rd parties*.

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Appendix B – Audi AG

ISC family	VIN	type 1									Status
			CO	THC	NMHC	NO _x	THC + NO _x	PM	PN		
			mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km	#/km*10 ¹¹	
		PI/CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI		
		limit	1000 / 500	100 / -	68 / -	60 / 80	- / 170	4,5 / 4,5	6 / 6		
4H01	WAUZZZF38L1__119	PI	109,0	15,6	13,3	19,4	35,1	0,26	4,80E+08	0,0048	ok
	WAUZZZF33M1__522	PI	126,8	16,9	14,5	12,1	29,1	0,14	2,27E+09	0,0227	ok
	WAUZZZF36L1__414	PI	137,3	15,1	12,4	20,3	35,4	0,14	1,35E+07	0,0001	ok
4P01	WAUZZZ8V7LA__295	PI	189,9	14,7	12,6	8,2	22,9	0,13	5,89E+10	0,5890	nOK(*)
	WAUZZZGY0MA__065	PI	123,9	7,0	6,0	3,6	10,6	0,09	2,16E+10	0,2160	ok
	WAUZZZGY5MA__120	PI	180,0	9,2	7,0	6,7	15,8	0,15	2,37E+10	0,2370	ok
	WAUZZZGYXMA__682	PI	163,1	8,7	7,5	8,8	17,5	0,09	9,44E+09	0,0944	ok
4P02	WAUZZZF22MN__382	PI	189,5	12,7	10,5	6,9	19,6	0,11	1,08E+11	1,0800	ok
	WAUZZZF25MN__513	PI	244,8	11,5	9,4	8,8	20,2	0,15	7,64E+10	0,7640	ok
	WAUZZZF3L2__588	PI	165,6	8,0	6,2	4,5	12,5	0,00	4,31E+10	0,4310	ok
6D01	WAUZZZF46LA__338	CI	182,2	28,0	8,0	40,7	68,6	0,51	3,63E+09	0,0363	ok
	WAUZZZF47LA__155	CI	185,3	24,9	7,0	30,6	55,5	0,57	2,36E+09	0,0236	ok
	WAUZZZFY7L2__242	CI	212,6	30,5	9,3	54,5	85,1	0,59	5,24E+09	0,0524	ok

(*) Despite invalid test conditions all emissions are in tolerance. No action required.

Appendix B – Audi Sport GmbH

ISC family	VIN	type 1								Status	
			CO	THC	NMHC	NO _x	THC + NO _x	PM	PN		
			mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km		#/km*10 ¹¹
		PI/CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI		
		limit	1000 / 500	100 / -	68 / -	60 / 80	- / 170	4,5 / 4,5	6 / 6		
5G01	WUAZZZFV4L__0597	PI	378,3	11,9	9,6	13,5	25,5	0,25	9,81E+09	0,0981	ok
	WUAZZZF33L1__313	PI	381,9	14,3	12,1	15,1	29,4	0,20	3,93E+09	0,0393	ok
	WUAZZZ8V8LA__366	PI	182,6	12,2	10,5	39,2	51,4	0,07	1,19E+10	0,1190	ok
8H01	WUAZZZF25LN__325	PI	196,7	22,6	18,9	20,4	43,0	0,18	1,33E+10	0,1330	ok
	WUAZZZF1XMD__301	PI	344,7	21,8	18,8	12,9	34,8	0,10	3,53E+09	0,0353	ok
	WUAZZZF18LD__921	PI	257,6	27,5	24,6	17,2	44,7	0,17	8,46E+09	0,0846	ok

Appendix B – Audi Hungaria Zrt.

ISC family	VIN	type 1									Status
		CO	THC	NMHC	NO _x	THC + NO _x	PM	PN			
		mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km	#/km*10 ¹¹		
		PI/CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI		
		limit	1000 / 500	100 / -	68 / -	60 / 80	- / 170	4,5 / 4,5	6 / 6		
4G05-B	TRUZZZFV8L1_208	PI	292,2	14,3	12,0	13,2	27,5	0,13	4,80E+10	0,4800	ok
	TRUZZZFV5L1_252	PI	152,4	9,5	7,5	12,1	21,5	0,13	9,14E+09	0,0914	ok
	TRUZZZFV9M1_131	PI	335,0	19,6	16,3	12,4	32,0	0,10	5,44E+10	0,5440	ok

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Appendix B – Mazda Motor Corporation

ISC family	VIN	type 1									Status
			CO	THC	NMHC	NO _x	THC + NO _x	PM	PN		
			mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km	#/km*10 ¹¹	
		PI/CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI		
		limit	1000 / 500	100 / -	68 / -	60 / 80	- / 170	4,5 / 4,5	6 / 6		
13-MAZ-0007	JMZBPFHHA01 204	PI	620.4	28.6	22.9	12.3	40.9	0.37	3.50E+10	0.3500	ok
	JMZDMFWH600 251	PI	234.3	30.2	26.0	16.0	46.2	0.62	1.90E+10	0.1900	ok
	JMZDMFWHA00 163	PI	200.1	16.1	13.3	16.1	32.2	0.41	7.30E+10	0.7300	ok
13-MAZ-0008	3MDDJ6HD60M 708	PI	298.8	13.9	11.3	10.0	23.9	0.49	2.20E+11	2.2000	ok
	3MDDJ6HD60M 307	PI	176.9	7.8	6.2	4.6	12.4	0.51	1.90E+11	1.9000	ok
	3MDDJ6HD60M 148	PI	159.6	7.2	5.6	6.9	14.1	0.30	1.30E+11	1.3000	ok

Appendix B – Mazda Motor Logistics Europe

ISC family	VIN	type 1									Status
			CO	THC	NMHC	NO _x	THC + NO _x	PM	PN		
			mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km	#/km*10 ¹¹	
		PI/CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI		
		limit	1000 / 500	100 / -	68 / -	60 / 80	- / 170	4,5 / 4,5	6 / 6		
13-MAZ-0010	JM4BP6HGA01_344	PI	213.4	13.9	10.5	6.9	20.8	0.25	3.60E+11	3.6000	ok
	JM4BP6HGA01_527	PI	109.6	12.2	9.0	8.2	20.4	0.46	2.80E+11	2.8000	ok
	JM4BP6HG601_911	PI	163.7	15.8	12.2	7.7	23.5	0.38	2.50E+10	0.2500	ok
13-MAZ-0011	JM4BP6HHA01_980	PI	156.3	9.5	7.7	14.3	23.8	0.45	1.40E+10	0.1400	ok
	JM4BP6SH601_784	PI	129.2	8.6	7.0	16.3	24.9	0.30	3.00E+10	0.3000	ok
	JM4BP6HHA01_408	PI	132.3	12.5	10.2	12.4	24.9	0.33	5.20E+10	0.5200	ok

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Appendix B – Subaru Corporation

ISC family	VIN	type 1								Status	
		CO	THC	NMHC	NO _x	THC + NO _x	PM	PN			
		mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km	#/km*10 ¹¹		
		PI/CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI		
		limit	1000 / 500	100 / -	68 / -	60 / 80	- / 170	4,5 / 4,5	6 / 6		
ISC20DIHEV	JF1SKELL5LG__377	PI	190,4	10,5	7,8	8,1	18,6	0,33	5,34E+10	0,5340	ok
	JF1SKELL5LG__098	PI	159,9	9,1	7,1	7,0	16,1	0,29	3,66E+10	0,3660	ok
	JF1SKELL5LG__420	PI	196,8	9,1	6,2	12,2	21,3	0,46	4,44E+10	0,4440	ok

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Appendix B – VW AG

ISC family	VIN	type 1									Status
			CO	THC	NMHC	NO _x	THC + NO _x	PM	PN		
			mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km	#/km*10 ¹¹	
		PI/CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI		
limit	1000 / 500	100 / -	68 / -	60 / 80	- / 170	4,5 / 4,5	6 / 6				
13-VWx-715W_3C_DSRA_FM6_0_A_1_0-000	WVWZZZ3CZLE__049	CI	21,9	-	-	36,1	41,1	0,05	7,44E+09	0,0744	ok
	WVWZZZ3CZLE__408	CI	17,5	-	-	38,2	38,2	0,09	3,54E+09	0,0354	ok
	WVWZZZ3CZLE__540	CI	19,9	-	-	35,8	41,7	0,12	2,27E+10	0,2267	ok
13-VWx-715W_3C_DTSB_FD7_0_A_1_0-000	WVWZZZ3CZME__602	CI	16,1	-	-	22,7	29,7	0,13	9,40E+08	0,0094	ok
	WVWZZZ3CZME__148	CI	17,7	-	-	24,7	31,4	0,06	4,34E+09	0,0434	ok
	WVWZZZ3CZME__993	CI	17,4	-	-	22,8	30,7	0,11	3,98E+09	0,0398	ok
13-VWx-715W_A1_DPCA_FD7_0_A_1_0-000	WVGZZA1ZLV__141	PI	111,3	13,2	10,6	12,6	-	0,05	6,34E+09	0,0634	ok
	WVGZZA1ZLV__612	PI	98,0	13,0	10,7	14,9	-	0,12	7,40E+08	0,0074	ok
	WVGZZA1ZLV__104	PI	88,9	12,6	10,7	14,6	-	0,00	1,24E+09	0,0124	ok
13-VWx-715W_A1_DPCA_FD7_0_A_1_2-000	WVGZZA1ZMV__827	PI	124,8	17,7	15,1	11,8	-	0,27	1,02E+10	0,1020	ok
	WVGZZA1ZMV__015	PI	113,4	20,9	18,8	13,7	-	0,15	7,20E+08	0,0072	ok
	WVGZZA1ZMV__483	PI	107,7	14,9	13,0	12,8	-	0,01	4,14E+09	0,0414	ok
13-VWx-715W_A1_DPCA_FD7_0_B_1_2-000	WVGZZA1ZMK__726	PI	177,1	17,1	14,7	10,2	-	0,21	3,43E+10	0,3432	ok
	WVGZZA1ZMV__044	PI	128,3	17,5	15,1	15,0	-	0,12	7,71E+09	0,0771	ok
	WVGZZA1ZMK__852	PI	145,3	15,9	13,3	13,1	-	0,13	9,18E+09	0,0918	ok
13-VWx-715W_AA_DSGC_FM5_0_A_1_0-000	WVWZZZAAZMD__713	PI	215,4	17,0	17,0	8,5	-	0,30	1,59E+11	1,5866	ok
	WVWZZZAAZMD__290	PI	170,0	23,2	21,4	7,3	-	1,15	2,37E+11	2,3668	ok
	WVWZZZAAZMD__342	PI	184,0	19,5	18,1	7,3	-	0,55	2,95E+11	2,9505	ok
13-VWx-715W_C1_DLAC_FM5_0_A_1_0-000	WVGZZC1ZMY__014	PI	88,1	14,3	12,9	21,6	-	0,04	9,20E+08	0,0092	ok
	WVGZZC1ZMY__066	PI	111,7	17,7	15,2	28,8	-	0,16	1,22E+09	0,0122	ok
	WVGZZC1ZMY__438	PI	93,1	13,7	11,8	18,7	-	0,27	1,70E+08	0,0017	ok
13-VWx-715W_CD_DSRB_FD7_0_A_1_0-000	WVWZZZCDZMW__023	CI	18,1	-	-	23,1	28,8	0,01	2,39E+09	0,0239	ok
	WVWZZZCDZMW__944	CI	15,3	-	-	22,0	27,7	0,06	9,87E+09	0,0987	ok
	WVWZZZCDZLW__738	CI	17,3	-	-	19,2	25,0	0,00	9,90E+08	0,0099	ok
13-VWx-715W_CD_DSUD_FM6_0_A_1_0-000	WVWZZZCDZLW__580	CI	24,0	-	-	27,8	41,2	0,15	7,88E+09	0,0788	ok
	WVWZZZCDZLW__526	CI	20,4	-	-	28,0	41,5	0,18	2,05E+09	0,0205	ok
	WVWZZZCDZLW__243	CI	20,7	-	-	23,3	36,9	0,19	3,04E+09	0,0304	ok
13-VWx-715W_CD_DSUD_FM6_0_A_1_1-000	WVWZZZCDZMW__195	CI	20,2	-	-	32,9	47,9	0,24	1,78E+09	0,0178	ok
	WVWZZZCDZMW__761	CI	22,4	-	-	27,0	41,1	0,19	1,47E+09	0,0147	ok
	WVWZZZCDZMW__478	CI	12,5	-	-	28,1	41,5	0,16	1,16E+09	0,0116	ok

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Appendix C – 3rd parties – AUDI AG

ISC family	VIN		RDE (type 1a, total trip)				RDE (type 1a, urban trip)				Status	trip dyn.
			NO _x	CO	PN		NO _x	CO	PN			
			mg/km	mg/km	#/km	#/km*10 ¹¹	mg/km	mg/km	#/km	#/km*10 ¹¹		
		PI/CI	PI / CI	PI / CI	PI / CI		PI / CI	PI / CI	PI / CI			
		limit	126 / 168	-	9 / 9		126 / 168	-	9 / 9			
3G01	WAUZZZGB5MR__263	PI	12,5	38,2	1,30E+09	0,01	27,4	79,1	8,30E+08	0,008	ok	invalid
	WAUZZZGB5MR__263	PI	11,6	35,7	2,30E+08	0,00	26,4	72,5	5,40E+08	0,005	ok	valid

4G04	WAUZZZ8V9L1__427	PI	14,5	26,2	1,10E+09	0,01	26,7	40,7	2,00E+09	0,020	ok	valid

4H01	WAUZZZF34L1__120	PI	7,2	36,8	2,00E+09	0,0	16,1	5,58E+01	3,00E+09	0,03	ok	invalid

4P02	WAUZZZFYXL2__232	PI	7,5	121,8	3,64E+10	0,36	9,9	167,5	6,81E+10	0,681	ok	valid
	WAUZZZFYXL2__232	PI	10,2	166,5	2,33E+10	0,23	9,9	97,2	2,42E+10	0,242	ok	invalid
	WAUZZZFYXL2__232	PI	9,2	124,0	4,14E+10	0,41	11,5	184,9	7,59E+10	0,759	ok	invalid

Appendix C – 3rd parties – MAZDA

ISC family	VIN		RDE (type 1a, total trip)				RDE (type 1a, urban trip)				Status	trip dyn.
			NO _x	CO	PN		NO _x	CO	PN			
			mg/km	mg/km	#/km	#/km*10 ¹¹	mg/km	mg/km	#/km	#/km*10 ¹¹		
		PI/CI	PI / CI	PI / CI	PI / CI		PI / CI	PI / CI	PI / CI			
		limit	126 / 168	-	9 / 9		126 / 168	-	9 / 9			
13-MAZ-0007-00	JMZDM6WH600__051	PI	16,1	188,7	7,30E+10	0,73	16,6	228,8	7,40E+10	0,740	ok	valid

Appendix C – 3rd parties – VW AG

ISC family	VIN		RDE (type 1a, total trip)				RDE (type 1a, urban trip)				Status	trip dyn.
			NO _x	CO	PN		NO _x	CO	PN			
			mg/km	mg/km	#/km	#/km*10 ¹¹	mg/km	mg/km	#/km	#/km*10 ¹¹		
		PI/CI	PI / CI	PI / CI	PI / CI		PI / CI	PI / CI	PI / CI			
		limit	126 / 168	-	9 / 9		126 / 168	-	9 / 9			
13-VWx-715W_A1_DPCA_FD7_0_A_1_2-000	WVGZZA1ZMV__280	PI	12,5	223,8	1,70E+10	0,17	25,1	118,5	1,90E+10	0,190	ok	valid

13-VWx-715W_C1_DLAA_FD7_0_A_1_0-000	WVGZZC1ZMY__950	PI	16,39	186,15	3,10E+08	0,00	39,18	150,19	8,40E+08	0,008	ok	valid

All tests (including voluntary and involuntary invalid RDE-Trips) showed results within the emission limits.

No further action to be taken!

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Appendix D – Audi AG

ISC family	VIN	type 1									Status
			CO	THC	NMHC	NO _x	THC + NO _x	PM	PN		
			mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km	#/km*10 ¹¹	
		PI/CI limit	PI / CI 1000 / 500	PI / CI 100 / -	PI / CI 68 / -	PI / CI 60 / 80	PI / CI - / 170	PI / CI 4,5 / 4,5	PI / CI 6 / 6		
3G01	WAUZZZGB6MR__078	PI	86,2	15,0	13,3	21,4	-	0,09	2,00E+09	0,0200	ok
	WAUZZZGB5LR__438	PI	180,9	14,2	12,4	12,9	-	0,01	3,00E+09	0,0300	ok
	WAUZZZGB1LR__285	PI	142,1	13,7	12,5	15,6	-	0,38	1,00E+09	0,0100	ok
4H03	WAUZZZF40LN__967	CI	22,6	-	-	41,3	47,4	0,33	1,00E+09	0,0100	ok
	WAUZZZF3Y3L2__603	CI	20,4	-	-	38,5	44,5	0,33	2,30E+09	0,0230	ok
	WAUZZZF4XMA__385	CI	12,3	-	-	20,1	27,9	0,62	7,00E+08	0,0070	ok

ISC family	VIN		RDE (type 1a, total trip)				RDE (type 1a, urban trip)				Status	trip dyn.
			NO _x	CO	PN		NO _x	CO	PN			
			mg/km	mg/km	#/km*10 ¹¹		mg/km	mg/km	#/km*10 ¹¹			
		PI/CI	PI / CI	PI / CI	PI / CI		PI / CI	PI / CI	PI / CI			
		limit	126 / 168	-	9 / 9		126 / 168	-	9 / 9			
3G01	WAUZZZGB6MR__078	PI	10.4	31.2	1.00E+09	0.01	27.7	75.4	2.00E+09	0.020	ok	valid
	WAUZZZGB5LR__438	PI	8.6	167.8	8.50E+10	0.85	17.1	194.6	1.17E+11	1.170	ok	valid
	WAUZZZGB1LR__285	PI	10.3	164.7	3.10E+10	0.31	10.4	61.2	5.80E+10	0.580	ok	valid
4H03	WAUZZZF40LN__967	CI	32.8	78.8	9.30E+10	0.93	75.1	129.8	1.56E+11	1.560	ok	valid
	WAUZZZF3L2__603	CI	48.9	0.6	1.10E+10	0.11	109.8	20.4	1.60E+10	0.160	ok	valid
	WAUZZZF4XMA__385	CI	30.8	62.4	2.69E+11	2.69	10.3	50.9	3.24E+11	3.240	ok	valid

Appendix D – Audi Sport GmbH

ISC family	VIN	type 1								Status		
			CO	THC	NMHC	NO _x	THC + NO _x	PM	PN			
			mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km		#/km*10 ¹¹	
		PI/CI limit	PI / CI 1000 / 500	PI / CI 100 / -	PI / CI 68 / -	PI / CI 60 / 80	PI / CI - / 170	PI / CI 4,5 / 4,5	PI / CI 6 / 6			
5G01	WUAZZZF30L1__406	PI	370,0	20,7	17,9	12,3	-	0,26	2,71E+10	0,2710	ok	
	WUAZZZF36L1__491	PI	364,9	16,3	13,6	12,2	-	0,43	1,24E+10	0,1240	ok	
	WUAZZZF37L1__497	PI	199,4	13,0	11,2	15,4	-	0,21	1,87E+10	0,1870	ok	
8H01	WUAZZZF13MD__492	PI	211,1	27,0	23,3	21,0	-	0,45	1,33E+10	0,1330	ok	
	WUAZZZF26LN__409	PI	135,4	22,2	19,2	22,4	-	1,01	8,56E+09	0,0856	ok	
	WUAZZZF23MN__544	PI	240,1	39,0	50,7	45,3	-	0,81	1,58E+10	0,1580	ok	
ISC family	VIN	RDE (type 1a, total trip)				RDE (type 1a, urban trip)				Status	trip dyn.	
			NO _x	CO	PN		NO _x	CO	PN			
			mg/km	mg/km	#/km*10 ¹¹		mg/km	mg/km	#/km*10 ¹¹			
		PI/CI limit	PI / CI 126 / 168	PI / CI -	PI / CI 9 / 9		PI / CI 126 / 168	PI / CI -	PI / CI 9 / 9			
5G01	WUAZZZF30L1__406	PI	7,8	88,8	3,65E+10	0,37	12,3	118,0	5,54E+10	0,554	ok	valid
	WUAZZZF36L1__491	PI	11,1	221,1	2,66E+10	0,27	17,2	289,9	3,61E+10	0,361	ok	valid
	WUAZZZF37L1__497	PI	68,3	107,9	2,69E+10	0,27	10,1	178,6	3,48E+10	0,348	ok	valid
8H01	WUAZZZF13MD__492	PI	10,1	159,5	4,53E+09	0,05	24,7	137,7	1,00E+10	0,100	ok	valid
	WUAZZZF26LN__409	PI	15,2	104,3	1,03E+10	0,10	25,1	101,0	7,33E+09	0,073	ok	valid
	WUAZZZF23MN__544	PI	11,1	79,5	4,72E+09	0,05	19,7	146,6	8,51E+09	0,085	ok	valid

Annual ISC Report in accordance to Regulation (EU) 2018/1832, Annex II, Part B		F3-21
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Appendix D – Audi Hungaria Zrt.

ISC family	VIN	type 1								Status		
		CO		THC	NMHC	NO _x	THC + NO _x	PM	PN			
		mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km		#/km*10 ¹¹	
		PI/CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI			
		limit	1000 / 500	100 / -	68 / -	60 / 80	- / 170	4,5 / 4,5	6 / 6			
4G05-B	TRUZZZFVXL1__918	PI	153,1	9,5	7,7	15,6	-	0,4	2,50E+10	0,2500	ok	
	TRUZZZFV7L1__024	PI	393,1	19,6	16,0	17,3	-	0,27	2,40E+10	0,2400	ok	
	TRUZZZFV9L1__025	PI	290,0	21,5	18,7	14,0	-	0,18	3,30E+10	0,3300	ok	
ISC family	VIN	RDE (type 1a, total trip)				RDE (type 1a, urban trip)				Status	trip dyn.	
		NO _x		CO	PN	NO _x		CO	PN			
		mg/km	mg/km	mg/km	#/km*10 ¹¹	mg/km	mg/km	mg/km	#/km*10 ¹¹			
		PI/CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI			
		limit	126 / 168	-	9 / 9	126 / 168	-	9 / 9				
4G05-B	TRUZZZFVXL1__918	PI	12,3	94,6	1,80E+10	0,18	21,0	133,0	4,20E+10	0,420	ok	valid
	TRUZZZFV7L1__024	PI	33,4	282,0	2,40E+10	0,24	49,1	94,4	2,80E+10	0,280	ok	valid
	TRUZZZFV9L1__025	PI	12,9	163,4	4,40E+10	0,44	12,7	253,0	7,60E+10	0,760	ok	valid

Annual ISC Report in accordance to Regulation (EU) 2018/1832, Annex II, Part B						F3-21
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Date: 16.03.2021			Validation:			

Appendix D – Mazda Motor Corporation

ISC family	VIN	type 1								Status	
		CO	THC	NMHC	NO _x	THC + NO _x	PM	PN			
		mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km	#/km*10 ¹¹		
		PI/CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI		
		limit	1000 / 500	100 / -	68 / -	60 / 80	- / 170	4,5 / 4,5	6 / 6		
13-MAZ-0002	JMZKF6W1A00___316	CI	39,8	-	-	63,4	78,0	0,81	1,00E+11	1,0000	ok
	JMZKF6W1A00___459	CI	60,4	-	-	60,3	71,5	0,69	1,00E+09	0,0100	ok
	JMZKFGW2A00___919	CI	57,1	-	-	74,4	85,7	0,39	3,00E+09	0,0300	ok
13-MAZ-0008	3MDDJ6HD60M___181	PI	716,3	9,5	7,6	11,2	-	0,31	1,28E+11	1,2800	ok
	3MDDJ6HD60M___773	PI	199,6	7,0	5,5	8,3	-	0,15	1,07E+11	1,0700	ok
	3MDDJ6HD60M___971	PI	96,8	7,5	6,2	7,5	-	0,35	8,90E+10	0,8900	ok

ISC family	VIN		RDE (type 1a, total trip)				RDE (type 1a, urban trip)				Status	trip dyn.
			NO _x	CO	PN		NO _x	CO	PN			
			mg/km	mg/km	#/km*10 ⁻¹¹		mg/km	mg/km	#/km*10 ⁻¹¹			
		PI/CI	PI / CI	PI / CI	PI / CI		PI / CI	PI / CI	PI / CI			
		limit	126 / 168	-	9 / 9		126 / 168	-	9 / 9			
13-MAZ-0002	JMZKF6W1A00___316	CI	67,0	0,7	2,00E+09	0,02	63,6	0,7	2,00E+09	0,020	ok	valid
	JMZKF6W1A00___459	CI	104,6	61,5	2,62E+11	2,62	65,0	106,0	1,20E+10	0,120	ok	valid
	JMZKFGW2A00___919	CI	81,5	5,0	2,12E+11	2,12	61,7	13,0	4,81E+11	4,810	ok	valid
13-MAZ-0008	3MDDJ6HD60M___181	PI	16,8	635,6	1,03E+11	1,03	27,0	110,5	1,72E+11	1,720	ok	valid
	3MDDJ6HD60M___773	PI	13,9	364,1	1,23E+11	1,23	26,0	136,3	1,99E+11	1,990	ok	valid
	3MDDJ6HD60M___971	PI	22,1	2489,3	2,24E+11	2,24	47,1	539,6	2,67E+11	2,670	ok	valid

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Appendix D – Mazda Motor Logistics Europe

ISC family	VIN	type 1								Status	
			CO	THC	NMHC	NO _x	THC + NO _x	PM	PN		
			mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km		#/km*10 ¹¹
		PI/CI limit	PI / CI 1000 / 500	PI / CI 100 / -	PI / CI 68 / -	PI / CI 60 / 80	PI / CI - / 170	PI / CI 4,5 / 4,5	PI / CI 6 / 6		
13-MAZ-0010-00	JM4BP6HE601_000	PI	131.0	11.9	8.7	4.4	-	0.25	2.25E+11	2.2500	ok
	JM4BP6HEA01_892	PI	190.1	33.1	28.4	7.8	-	1.50	2.17E+12	21.7000	nOK(*)
	JM4BP6HE601_317	PI	407.2	10.3	7.5	5.9	-	0.35	1.57E+11	1.5700	ok
	JM4BP6HEA01_903	PI	142.7	23.3	20.3	8.7	-	0.26	1.92E+11	1.9200	ok
13-MAZ-0011-00	JM4BP6HHA01_915	PI	101.9	13.5	12.5	10.7	-	0.49	1.13E+11	1.1300	ok
	JM4BP6HH601_773	PI	133.8	10.3	9.2	13.0	-	0.25	1.22E+11	1.2200	ok
	JM4BP6HHA01_733	PI	279.0	15.9	13.8	8.0	-	0.17	3.50E+10	0.3500	ok

ISC family	VIN		RDE (type 1a, total trip)				RDE (type 1a, urban trip)				Status	trip dyn.
			NO _x	CO	PN	NO _x	CO	PN				
			mg/km	mg/km	#/km*10 ¹¹	mg/km	mg/km	#/km*10 ¹¹				
		PI/CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI				
		limit	126 / 168	-	9 / 9	126 / 168	-	9 / 9				
13-MAZ-0010-00	JM4BP6HE601_000	PI	13.3	160.6	1.39E+11	1.39	32.5	337.6	3.43E+11	3.430	ok	valid
	JM4BP6HEA01_892	PI	18.3	102.9	1.73E+12	17.30	46.7	146.6	2.24E+12	22.370	nOK(*)	valid
	JM4BP6HE601_317	PI	8.7	269.1	5.10E+10	0.51	10.6	38.0	7.00E+10	0.700	ok	valid
	JM4BP6HEA01_903	PI	13.3	86.8	7.70E+10	0.77	27.5	98.7	1.46E+11	1.460	ok	valid
13-MAZ-0011-00	JM4BP6HHA01_915	PI	12.1	110.3	1.70E+10	0.17	12.0	32.4	7.00E+09	0.070	ok	valid
	JM4BP6HH601_773	PI	10.1	59.8	3.70E+10	0.37	7.7	89.2	6.00E+10	0.600	ok	valid
	JM4BP6HHA01_733	PI	20.2	148.4	1.40E+10	0.14	21.0	131.2	5.00E+09	0.050	ok	valid

(*) Following Type 1 and RDE tests carried out on vehicle JM4BP6HEA01_892, Particle Number (PN) levels were found to be over 2.5 times the regulatory limit, placing the family in fail status according to §5.10.4 of Annex II of Regulation EU2018/1832.

In accordance with §6 of Annex II of regulation EU 2018/1832, a detailed investigation has been performed by the manufacturer, on the vehicle concerned, under the supervision of the Technical Service. The investigations allowed the identification of a malfunction of one of the 4 fuel injectors (incomplete closure).

Changing the 4 injectors/spark plugs and the engine oil/fuel corrected the injection problem and brought the PN pollutant emission level into conformity.

According to the OBD history readings communicated by the manufacturer, the first occurrence of the injector malfunction (with illumination of the MIL) was identified during the period preceding the sourcing of the vehicle by the Technical Service.

The manufacturer has indicated a low known occurrence of the malfunction of this type of injector (20 cases identified out of 64012 Mazda 3 vehicles, equipped with the PEUD engine, marketed in Europe).

The history and condition of the vehicle did not allow the malfunctioning and invalidity of the vehicle to be identified during the conformity checks performed by the Technical Service, it has been kept for Type 1 and RDE testing.

As a 4th vehicle passed, according to §5.10.5 of Annex II of Regulation EU2018/1832 the sample is considered as passed.

No further action will be taken.

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Appendix D – Subaru Corporation

ISC family	VIN	type 1								Status	
			CO	THC	NMHC	NO _x	THC + NO _x	PM	PN		
			mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km		#/km*10 ¹¹
		PI/CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI		
		limit	1000 / 500	100 / -	68 / -	60 / 80	- / 170	4,5 / 4,5	6 / 6		
ISC20DIHEV	JF1SKELL5LG__782	PI	162,4	15,7	12,9	6,4	-	0,36	5,50E+10	0,5500	ok
	JF1GTELL5KG__094	PI	147,9	19,4	17,1	8,5	-	0,53	1,70E+10	0,1700	ok
	JF1GTELL5LG__560	PI	253,8	13,3	10,3	4,1	-	0,14	3,50E+10	0,3500	ok

ISC family	VIN	RDE (type 1a, total trip)				RDE (type 1a, urban trip)				Status	trip dyn.
			NO _x	CO	PN		NO _x	CO	PN		
			mg/km	mg/km	#/km*10 ¹¹		mg/km	mg/km	#/km*10 ¹¹		
		PI/CI	PI / CI	PI / CI	PI / CI		PI / CI	PI / CI	PI / CI		
ISC20DIHEV	JF1SKELL5LG___782	PI	14,2	1151,6	2,00E+10	0,20	26,6	0,1	9,00E+09	0,090	valid
	JF1GTELL5KG___094	PI	18,3	583,6	1,30E+10	0,13	37,7	0,1	9,00E+09	0,090	valid
	JF1GTELL5LG___560	PI	8,4	1625,8	3,60E+10	0,36	16,7	465,5	2,90E+10	0,290	valid

Appendix D – VW AG

ISC family	VIN	type 1									Status
			CO	THC	NMHC	NO _x	THC + NO _x	PM	PN		
			mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	#/km	#/km*10 ¹¹	
		PI/CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI	PI / CI		
		limit	1000 / 500	100 / -	68 / -	60 / 80	- / 170	4,5 / 4,5	6 / 6		
13-VWx-715W_C1_DKRF_FD7_0_A_1_1-000	WVGZZZC1ZLY__037	PI	152,8	13,9	11,7	13,5	-	0,01	2,00E+09	0,0200	ok
	WVGZZZC1ZLY__998	PI	217,7	22,7	20,1	15,2	-	0,01	1,00E+09	0,0100	ok
	WVGZZZC1ZMY__212	PI	155,1	13,3	11,6	17,1	-	0,08	2,00E-02	0,0000	ok
13-VWx-715W_3C_DSRB_FD7_0_A_1_0-000	WWWZZZ3CZME__905	CI	23,9	-	-	23,2	29,6	0,01	5,00E+09	0,0500	ok
	WWWZZZ3CZLE__182	CI	24,1	-	-	22,2	28,0	0,01	2,30E+10	0,2300	ok
	WWWZZZ3CZLE__732	CI	26,2	-	-	25,4	31,4	0,36	9,00E+09	0,0900	ok

ISC family	VIN	RDE (type 1a, total trip)				RDE (type 1a, urban trip)				Status	trip dyn.
			NO _x	CO	PN		NO _x	CO	PN		
			mg/km	mg/km	#/km*10 ¹¹		mg/km	mg/km	#/km*10 ¹¹		
		PI/CI	PI / CI	PI / CI	PI / CI		PI / CI	PI / CI	PI / CI		
13-VWx-715W_C1_DKRF_FD7_0_A_1_1-000	WVGZZZC1ZLY___037	PI	8,4	112,4	2,00E+09	0,02	14,6	109,3	1,00E+09	0,010	valid
	WVGZZZC1ZLY___998	PI	12,3	276,0	1,60E+10	0,16	10,8	127,5	2,00E+09	0,020	valid
	WVGZZZC1ZMY___212	PI	7,7	202,8	4,80E+10	0,48	11,5	152,6	1,40E+10	0,140	valid
13-VWx-715W_3C_DSRB_FD7_0_A_1_0-000	WWWZZZ3CZME___905	CI	19,3	26,4	6,00E+09	0,06	37,5	56,7	1,60E+10	0,160	valid
	WWWZZZ3CZLE___182	CI	24,0	2,5	2,60E+10	0,26	24,1	2,5	3,80E+10	0,380	valid
	WWWZZZ3CZLE___732	CI	37,8	17,6	1,80E+10	0,18	61,3	39,3	4,10E+10	0,410	valid