

JAGUAR LAND ROVER IS FIRST CAR MAKER TO PUT NEW CARS TO THE TEST WITH THE AIR INDEX

Independent, on-road emissions ratings provide clarity for consumers when buying a car

- At-a-glance ratings show the on-road emissions of cars from the Jaguar Land Rover range.
- The **AIR Index** ratings show the Jaguar Land Rover diesel models tested are all rated A.
- Independent emissions testing provides car buyers with the facts to make informed vehicle choices.
- More information available at the **AIR Index** website www.airindex.com

00h01 Thursday 7 March 2019: Jaguar Land Rover has today become the first car maker to submit new cars from its Jaguar and Land Rover ranges for independent on-road emissions testing and rating for inclusion in the **AIR Index**, with some startling results.

The **AIR Index** was created to inform and empower car buyers and city policy makers with the real facts about vehicle emissions when making choices about car purchase and usage. A simple A-to-E colour-coded rating shows the difference between clean and dirty vehicles.

The **AIR Index** ratings published today reveal that the new diesel engines in the Jaguar and Land Rover cars tested for **AIR (Allow Independent Road-testing)**, are some of the cleanest models for NO_x emissions on sale in Europe. Every car rated on the **AIR Index** is based on at least two independently sourced cars, over three separate tests, including at least five, 10km trips conducted on paved roads, using on-board Portable Emissions Measurement System (PEMS) testing equipment.

All of the vehicles achieved an A rating in the tests, the cleanest possible rating. Here is a model-by-model breakdown of Jaguar Land Rover's **AIR Index** ratings:

Make	Model	Year	AIR Index Rating	NO _x measured by AIR	Fuel Type	Official NO _x limit	Euro Standard
Jaguar	E-PACE HSE 2.0l 180hp	2019	A	14 mg/km	Diesel	80 mg/km	Euro 6

Make	Model	Year	AIR Index Rating	NO _x measured by AIR	Fuel Type	Official NO _x limit	Euro Standard
Land Rover	Discovery Sport 2.0l 180hp	2019	A	34 mg/km	Diesel	80 mg/km	Euro 6
Range Rover	Evoque TD4 2.0l 180hp	2019	A	17 mg/km	Diesel	80 mg/km	Euro 6
Land Rover	Discovery 3.0 TD6 HSE	2018	A	33 mg/km	Diesel	80 mg/km	Euro 6

Massimo Fedeli, Co-founder and Operations Director, AIR said: *“The **AIR Index** provides easy to understand, at-a-glance information on actual vehicle emissions, from independent testing to help consumers compare vehicles when making buying decisions. Jaguar Land Rover asked us to put a range of their new diesel cars to the test, and the evidence shows that their latest engines are extremely clean, with all of the four models tested achieving the **AIR Index** A rating, which means that they produce the lowest levels of NO_x emissions in urban driving.*

*“One of the key things to observe from this set of **AIR Index** ratings is that perceptions of the emissions produced by particular vehicle types, such as SUVs, can be very misleading. In fact, Jaguar’s E-PACE and Land Rover’s Range Rover Evoque are amongst the cleanest cars on sale of any type, not just vehicles within the SUV segment. The perfect example is the Land Rover Discovery, which produced NO_x emissions 20 times lower than a diesel Renault Clio supermini.*

*“The **AIR Index** was created to provide clarity through the publication of trusted, easily accessible and independent information, essential for car buyers and policy makers to use when making important vehicle choices that can rapidly improve urban air quality.”*

Rawdon Glover, Jaguar Land Rover UK Managing Director, said: *“We have been vocal about the benefits of diesel technology in recent years and I am delighted to see simple, clear and accurate consumer information about urban vehicle emissions published and available with the **AIR Index**.*

*“The performance of our vehicles on the **AIR Index** reflects Jaguar Land Rover’s investment in class-leading technology and its hard-working, talented engineers. There are some stand-out results here with the superb performance of our new Jaguar SUVs worthy of specific praise, disproving the notion that all diesel SUVs are ‘dirty’.*

“These tests clarify that not all diesels are equal, and not even all Euro 6-approved diesels are equal. As the tests have shown, a diesel SUV can be extremely clean.

*“The modern diesel engine certainly has a place in the current automotive landscape, and I’m confident that the **AIR Index** will provide the trusted, independent information essential to inform car buyers as they consider their next vehicle.”*

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About the AIR Index www.AIRindex.com

Cars rated for the **AIR Index** are tested according to the CWA 17379 standardised methodology which ensures that the results are independent, comparable and can be used as the basis for a legal framework for vehicle policies.

The testing is carried out on at least two cars, sourced independently from vehicle manufacturers with portable emissions testing units (PEMS) recording actual on-road driving in towns and cities. For a result to be considered acceptable for rating in the **AIR Index** there must be at least five, 10 km trips completed during three separate journeys on at least two matching vehicles in line with the CEN standard.

The results of the tests provide the basis to rate the vehicle according to the A-E, colour-coded scale.

The **AIR Index** website includes more than 200 results of the first tests conducted with ratings A-E, but also provides a facility to check other vehicles on the road to see if they would be allowed access (or not) to the 14 German cities which have set a NO_x limit of 270 mg/km under the Federal Emissions Control Act.



Other cities across Europe are considering a similar threshold to control access and allow only the cleanest cars to enter. Car buyers should consider carefully the implication for a vehicle's residual value, and their own mobility requirements, if it is unable to enter a town or city where emissions are controlled.

About AIR

AIR (Allow Independent Road-testing) is an independent alliance of public and private organisations, which promotes the voluntary uptake of independent on-road emissions testing.

The alliance's key objective is to contribute to delivering a cost-effective and timely reduction in harmful vehicle emissions in urban areas, while ensuring the lowest CO₂ emissions from the global vehicle fleet.

AIR seeks to empower citizens, industry and public authorities to take informed decisions on their mobility practices and policies by promoting full transparency on vehicle emission levels.

More information about AIR can be found at www.allowair.org