



When will we have the cycle-optimized shift program?□

(the program) “needs to be configured to be 100% active on the dyno, but only 0.01% in the hands of the customer.

these so-called “defeat devices” detect steering, throttle, and other inputs used in the test to switch between two distinct operating modes.

and those “modes” are designed to “speak” to different, digressive constituencies? at different valences?≠

Volkswagen Jetta 2.0L TDI  
2010–2015 Volkswagen Golf 2.0L TDI  
2010–2015 Audi A3 2.0L TDI  
2012–2015 Volkswagen Beetle 2.0L TDI  
2012–2015 Volkswagen Passat 2.0L TDI  
2009–2015 Audi Q7 3.0L V-6 TDI  
2009–2016 Volkswagen Touareg 3.0L V-6 TDI  
2013–2016 Porsche Cayenne Diesel 3.0L V-6 TDI  
2014–2016 Audi A6 3.0L V-6 TDI  
2014–2016 Audi A7 3.0L V-6 TDI  
2014–2016 Audi A8/A8L 3.0L V-6 TDI  
2014–2016 Audi Q5 3.0L V-6 TDI

“The commission has bared its teeth \_\_\_\_\_ told member \_\_\_\_\_ s it’s time to act

we’ve been at it for months now & are still waiting on results/ manipulating tests and poisoning the air \_\_\_\_\_ the whole constellation will collapse in on itself/if

\_\_\_\_\_ is a global \_\_\_\_\_ scandal, but more than \_\_\_\_\_ months after the use of so-called defeat devices came to light++ we’re still unsure if we’ll be able to comply within the given time.

A sequence of filmed\*performances conceived of by Gerry\_Bibby with Gina\_Folly/Selina\_Grueter/Michele\_Graf of/at Taylor Macklin between nov 2016 & jan 2017 Werkerie Schwamendingen—Zwischennutzung ehemaliges AMAG Areal. 8051 Zurich, Switzerland