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September 19, 2015
(Via email to Letters@nytimes.com)

Letters to the Editor
The New York Times
229 West 43rd Street
New York, NY 10036

Dear Editor:

"*VW Is Said to Cheat on Diesel Emissions; U.S. to Order Big Recall*," of 18 September, should provoke U.S. criminal prosecution of individuals as well as fines and recalls imposed on the corporation.

For four years around 1972 I worked on a Committee of the National Academy of Sciences on Motor Vehicle Emissions and Fuel Economy, at which time VW was a leader in that technology, while U.S. auto manufacturers argued that restrictions on emission should not be imposed because they were not "technologically feasible."

In the current century, someone in VW appears to have had the bright idea to enhance sales and profits by incorporating technology to reduce emissions only under test. Corporate records and testimony should be subpoenaed to assign responsibility, at the same time that a recall is mandated to reduce the future damage to health and environment, and fines and penalties assessed to recapture ill-gotten gains and to deter such activities by others.

Sincerely yours,

/ Richard L. Garwin /

Richard L. Garwin

Dear Editorial staff,

Please see my 1978 paper at

<http://fas.org/rlg/000078ACAP%20Approaches%20to%20Controlling%20Air%20Pollution.pdf>

Approaches to Controlling Air Pollution

The U.S. **motor-vehicle** manufacturers have had mixed interests. On the one hand, they could be expected to try to meet the **emissions** standards at the least manufacturing cost irrespective of operating cost (until EPA- mandated testing of fuel ...

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