James Robert Liang, an engineer employed by Volkswagen AG (VW) since 1983, worked in its diesel development department in Wolfsburg, Germany. Beginning in about 2006, he and his colleagues began to design a new “EA 189” diesel engine for sale in the U.S. However, when Liang and his colleagues realized that they could not design a diesel engine that would meet the stricter U.S. emissions standards, they designed and implemented a software that can recognize whether a vehicle was undergoing U.S. emissions testing, or being driven on the road (the defeat device), in order to cheat U.S. emissions tests. VW assigned Liang the task of calibrating the defeat device to recognize specific U.S. emissions tests’ situations. In May 2008, Liang moved to the U.S. to assist in the launch of VW’s new “clean diesel” vehicles in the U.S. market, and was given the title of “Leader of Diesel Competence”. From 2009 through 2016, Liang and his colleagues continued to improve and refine the defeat device to better recognize when the VW diesel vehicles were being tested versus being driven on the road.

詹姆斯·罗伯特·梁(James Robert Liang)自1983年起就受雇于大众汽车公司(Volkswagen AG)，曾在德国沃尔夫斯堡的柴油开发部门工作。大约从2006年开始，他和他的同事们开始设计一种新的“EA 189”柴油发动机在美国销售。然而，当梁和他的同事们意识到他们无法设计出一种符合更严格的美国排放标准的柴油发动机时，他们设计并实现了一种软件，可以识别车辆是否正在美国进行排放测试，或正在道路上行驶(减效装置)，以欺骗美国的排放测试。大众指派梁伟校准减效装置，以识别美国特定的排放测试情况。2008年5月，梁启超前往美国，协助大众新一代“清洁柴油”汽车在美国市场的推出，并被授予“柴油能力领袖”的称号。从2009年到2016年，梁和他的同事不断改进和完善减效装置，以更好地识别大众柴油车在测试和在道路上行驶的时间。