

From: Non-responsive content removed
To: [Redacted]

CC:

Date: 04.01.2008 12:48:03 PM

Subject: Drivetrain damage failure US07 (Jetta) v_27_03_08 v_28_03_08

Attachments: [Redacted] [AW Spa. WG Triebwerksschaden von Ausfallppe US07 \(Jetta Variant\) v_26_03_08.msg](#)

Hello [Redacted]
FYI again...

Determining the C layer adhesion roller support OK

T: 03/20/08 done

Drilled metering unit O ring, assembly compulsory step oil from 11/22/07

T: 3/26/2008

(done)

Deposits analysis housing/tappet hole, brownish
Coloration

Oxidation of metal particles (rust) Hypothesis developed by water in fuel

T: 3/27/2008

done

Fuel sample taken from vehicle in [Redacted] and USA OK

done

T: 3/19/2008

Hi all,

the samples from the USA are also to be seen as uncritical.

"Normal US diesel fuel"

Flash point 44/. 42 °C (outside of standard, but this is really a common occurrence)

Petrol fuel - no evidence

(1% petrol fuel would have a flash point of around 23° C)

Lubricity 404 or 455 µm

Best regards,

[Redacted]

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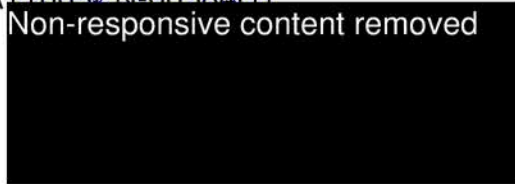
Volkswagen AG

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[Redacted]

Bye!

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From: [Redacted]
Sent: Monday, March 31, 2008, 1:08 PM
To: [Redacted]
Cc: [Redacted]

[Redacted]
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[Redacted]
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Subject: FW: Funk RE: Spa. Re: Funk: Drivetrain damage failure US07 (Jetta) v_27_03_08 v_28_03_08

Dear Mr [Redacted]

Can you (panel of experts) explain to us how the failure mechanism was after this mileage?
What did the side run-up of the roller look like?
Why does the tappet rotate after such a long service life?
What is the purpose of the turner with coating (sluggishness?) in the cylinder?
etc.
We will certainly not accept a failure because of fuel quality!

With these "relatively late" damage cases/damage pattern, I can understand the demand for a locking device as one can gather very little about the existing
blockade
of the roller.
We also see a big risk here for our BIN5 pump, which has to manage with the same fuel in USA

[Redacted]
can you add the fuel result to that?

With best wishes,

[Redacted]

From: [Redacted]
Sent: Friday, March 28, 2008, 6:30 PM
To: [Redacted]
Cc: [Redacted]

[Redacted]
Subject: [Redacted] RE: Spa. Re: [Redacted] Drivetrain damage failure US07 (Jetta) v_27_03_08 v_28_03_08

Dear [Redacted]

This time it was faster: attached are the updated slides....

Have a good weekend

Best regards,

[Redacted]

Robert Bosch GmbH

[Redacted]
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[Redacted]
Non-responsive content removed

Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart Commercial Register no. 14000
Chairman of the Supervisory Board: Hermann Scholl; Management: Franz Fehrenbach, Siegfried Dais; Bernd Bohr, Wolfgang Chur, Rudolf Colm, Gerhard
Kümmel, Wolfgang Malchow, Peter Marks;

Volkmar Denner, Peter Tyroller

From: Non-responsive content removed
Sent: Thursday, March 27, 2008, 9:50 AM
To: [redacted]
Cc: Non-responsive content removed
Subject: Spa. Re: Funk: Drivetrain damage of failure US07 (Jetta variant) v_27_03_08

Dear Mr [redacted]
Please initiate the SEM studies of the coatings and let us know the result.

Thanks and regards,

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[Volkswagen AG - Salzgitter](#)

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From: Non-responsive content removed
Sent: Wednesday, March 26, 2008, 6:06 PM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: Funk: Drivetrain damage of failure US07 (Jetta variant) v_26_03_08

Dear Mr [redacted]
Attached are the indicated slides with additional photos
<<Ausfallppe_Ergebnisse1k_PräsVW.pdf>>

Best regards,

[redacted]
Robert Bosch GmbH

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Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart Commercial Register no. 14000
Chairman of the Supervisory Board: Hermann Scholl; Management: Franz Fehrenbach, Siegfried Dais;
Bernd Bohr, Wolfgang Chur, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Volkmar Denner, Peter Tyroller

From: Non-responsive content removed
To: [redacted]
CC: [redacted]
Date: 3/27/2008, 7:54:54 AM
Subject: [redacted] Re: Spa. FW: Drivetrain damage of failure US07 (Jetta variant) v_26_03_08

A SEM analysis should follow to confirm the rust particles.

[redacted] has the filter maintenance work been performed for the vehicle?

[redacted] please have the filter analyzed for fuel anomalies.

-----Original message-----

From: Non-responsive content removed
Sent: Wednesday, March 26, 2008, 6:26 PM
To: Non-responsive content removed
Cc: [redacted]
Subject: Spa. FW: Drivetrain damage of failure US07 (Jetta variant) v_26_03_08

Dear [redacted] Here are the initial answers from Bosch concerning the above failure!

Bye!

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Volkswagen AG - Salzgitter

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From: Non-responsive content removed
Sent: Wednesday, March 26, 2008, 6:06 PM
To: [redacted]
Cc: Non-responsive content removed

Subject: Drivetrain damage of failure pump US07 (Jetta variant)

Dear Mr [redacted]

Attached are the indicated slides with additional photos

<<Ausfallppe_Ergebnisse1k_PräsVW.pdf>>

Note:

The lab report for the analysis of the O-ring could unfortunately not be completed yet as some investigations still need to be carried out.

The final report will be available on 03/28/08.

As already mentioned during the conference call, the O-ring was drilled through and damaged. In terms of the damage, there are new findings which still need to be checked.

Best regards

[redacted]
Robert Bosch GmbH

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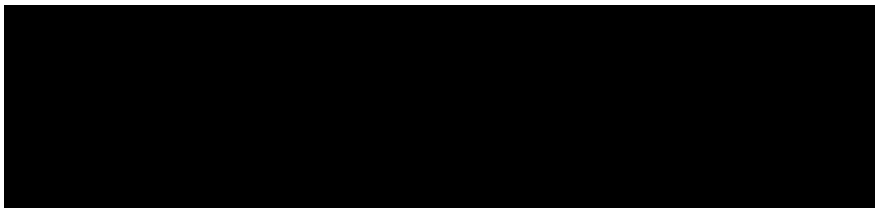
70442 Stuttgart
Germany
www.bosch.com

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Chairman of the Supervisory Board: Hermann Scholl; Management: Franz Fehrenbach, Siegfried Dais; Bernd Bohr, Wolfgang Chur, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;

[redacted]

From:
To:



CC:
Date: 7/7/2008, 1:37:38 PM
Subject: Performance drop AU716 98017 with shavings in the HPP

Hi all,

We've taken a few photos of the fuel filter, the diesel samples and the housing of the filter.

We are a bit speechless due to the discoloration of the sample directly from the filter (dark vial sample in the middle)

Samples from the tank and a filtered sample look OK, in contrast.

The shavings, or whatever it is, are not metallic (magnetic test) and therefore seem to indicate soiling.

Something is disintegrating.

You can also clearly see the soiling on the floor of the filter housing interior.

The filter has the same mileage as the HPP.

We will send you the complete filter housing, with filter, diesel samples (if they should go to [redacted] and HPP, lines, etc.

Crucial question: where should we have the diesel fuel analyzed? USA or [redacted]

With best wishes [redacted]



From: Non-responsive content removed

To:

CC:

Date: 9/10/2008, 2:39:50 PM

Subject: Minutes of Audi CP4 technical meeting on 08/27/2008 in NSU

Attachments: [889056 Protokoll FG Audi CP4 27 08 08.pdf](#)
[Anlage zu Punkt 2 EHC 0350 \[REDACTED\] Audi, CP4 Triebwerksschäden, 27-08-2008.pdf](#)
[CP4-Lebensdauerabsicherung-System Kunden.pdf](#)
[EHC 0343 \[REDACTED\] Audi, CP4 FG, Deckeverschleiß, 27-08-2008.pdf](#)
[Öffnungsdruck Überströmventil.msg](#)
[EHC 0357 \[REDACTED\] Audi, CP4 Erstbefüllung, 27-08-2008.pdf](#)

Hello,

Please find attached the minutes and documents from the last Audi CP4 technical meeting on 08/27/2008 in [REDACTED]

Minutes

<<889056_Protokoll_FG_Audi_CP4_27_08_08.pdf>>

Attachments

[Attachment for item 2\)](#)

<<Anlage zu Punkt 2_EHC_0350_ [REDACTED] Audi, CP4 Triebwerksschäden, 27-08-2008.pdf>>

[Attachment for item 4\)](#)

<<CP4-Lebensdauerabsicherung-System_Kunden.pdf>>

[Attachment for item 6\)](#)

<<EHC_0343_ [REDACTED] Audi, CP4 FG, Deckeverschlei??, 27-08-2008.pdf>>

[Explanation for item 7\)](#)

<<??ffnungsdruck ??berströmventil>>

[Attachment for item 8\)](#)

<<EHC_0357_ [REDACTED] Audi, CP4 Erstbefüllung, 27-08-2008.pdf>>

Best regards

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Robert Bosch GmbH

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70442 Stuttgart
Germany
www.bosch.com

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Domicile: Stuttgart
Court of Registry: Local District Court Stuttgart Commercial Register no. 14000
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Board of Management: Franz Fehrenbach, Siegfried Dais;
Bernd Bohr, Wolfgang Chur, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Volkmar Denner, Peter Tyroller

From: Non-responsive content removed

To:

CC:

Date: 1/23/2009, 12:09:31 PM

Subject: Re: CP4.1 change package 3 - diagnosis reports

Attachments: [BF CP4.1 Änderungspaket3 02 ZME.pdf](#)

[BF CP4.1 Änderungspaket3.pdf](#)

[BF CP4.1 Änderungspaket3 02.pdf](#)

[KU Änderungspaket3.pdf](#)

Hello Mr. [REDACTED]

At the time, the test of a C2.1 coated roller support was agreed upon in change package 3 with VW.

VW change package 3 is different than Audi change package 3.

Likewise, we have equipped the first W36 B samples with C2.1 roller supports.

-> The pumps were carried through manually and correspond to the BOM

The current VW series pump (507) & also the successor W36 pumps have a C3-coated roller support, because the C3 quality is currently better!

Best regards / mit freundlichen Grüßen

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Chairman of the Supervisory Board: Hermann Scholl; Board of Management: Franz Fehrenbach, Siegfried Dais;
Bernd Bohr, Rudolf Colm, Volkmar Denner, Gerhard Kümmel, Wolfgang Malchow, Peter Marks,
Peter Tyroller; Uwe Raschke

From: Non-responsive content removed

Sent: Friday, January 23, 2009, 10:39 AM

To: Non-responsive content removed

Cc:

Subject: Re: CP4.1 change package 3 - diagnosis reports

Hello Mr. [REDACTED]

Why have AWP3 roller supports with a C2.1 layer been installed in VW?
Was that planned?

With best wishes

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From: Non-responsive content removed
Sent: Thursday, January 22, 2009, 4:18 PM
To: Non-responsive content removed
Cc:
Subject: CP4.1 change package 3 - diagnosis reports

Hello,

Please find enclosed the conclusion for the following two diagnoses for
CP4.1 change package 3

<<BF_CP4.1_Änderungspaket3_02_ZME.pdf>>

<<BF_CP4.1_Änderungspaket3.pdf>>

<<BF_CP4.1_Änderungspaket3_02.pdf>>

Please review and approve the series release.

<<KU_Änderungspaket3.pdf>>

With best wishes

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From: Non-responsive content removed
To: [REDACTED]

CC:

Date: 4/1/2011, 5:02:48 PM

Subject: VW CP4 diagnosis reports

Attachments: [VW \[REDACTED\]-Diesel 22400 2010 CP4 0810 b.pdf](#)
[VW EES 100000km 2010 CP4 0626.pdf](#)
[VW EWP 100023 2010 CP4 0709.pdf](#)
[VW EWP 62106 2010 CP4 0812.pdf](#)
[VW Feld 30000 2010 CP4 0119.pdf](#)
[VW TTHS-SRT 890h 2010 CP4 1012.pdf](#)
[VW ÖVL+PZD+ÖVL 950h 2010 CP4 0815.pdf](#)

Hello Mr. [REDACTED]

Here is a package with pending diagnosis reports.

If necessary, please distribute further to the correct VW colleagues.

Best regards / mit freundlichen Grüßen

[REDACTED]

Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart, Commercial Register No. 14000;
Chairman of the Supervisory Board Hermann Schöll; Board of Management: Franz Fehrenbach, Siegfried Dais;
Bernd Bohr, Rudolf Colm, Volkmar Denner, Wolfgang Malchow, Peter Marks,
Peter Tyroller; Stefan Asenkerschbaumer, Uwe Raschke, Wolf-Henning Scheider

From: Non-responsive content removed
To:



CC:

Date: 2/7/2008, 8:24:58 AM

Subject: Minutes for VW Q meeting, Audi zero-fault meeting CP4 on 01/31/2008, Bosch

Attachments:

- [Einladung Agenda Q-Gespräch CP4 31.01.2008.pdf](#)
- [pc CP41 alle Werke Non-responsive content removed.pdf](#)
- [pc CP41 und CP42 alle Werke.pdf](#)
- [pc CP41 Non-responsive content removed.pdf](#)
- [pc CP42 Non-responsive content removed 611.pdf](#)
- [pc CP41 Non-responsive content removed.pdf](#)
- [pc CP41 und CP42 Non-responsive content removed.pdf](#)
- [ZME O-Ring.pdf](#)
- [Prüfung TP11 EU5.pdf](#)
- [VW 507 ZME zerschnittener o Ring.pdf](#)
- [Triebwerksschäden auf FD mit Maßnahmen-Stand 080128.pdf](#)
- [CP4 Beanstandungen Triebwerk.pdf](#)
- [DS EHC 31 01 08 Status Stößeldreher.pdf](#)
- [Zylinderkopf CP4 Folie VW.pdf](#)
- [Übersicht-PDE-Brüche.pdf](#)
- [CP4 Partikel SV 240108.pdf](#)
- [Restschmutzanalyse CP4 20080129.pdf](#)
- [HD-Dichtheit.pdf](#)
- [Maßnahmen-Rundheit \(2\).pdf](#)
- [EAC 0027 Kö RSV-Dichtheit.pdf](#)
- [OPL-25 Q-Gespräch CP4 31 01 2008 2.pdf](#)

Minutes of VW Q meeting, Audi zero fault meeting CP4, 01/31/2008, [redacted] plant
Building 380/4, Meeting room 1. 9:00 am - 4:00 pm

Participants:

VW: Non-responsive content removed
Audi: [redacted]
Bosch: [redacted]

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Agenda:

<<Einladung_Agenda Q-Gespräch CP4 31.01.2008.pdf>>
Viewing of CP4.2 assembly station installation CP38 for W26 in assembly line, sampling, QPN
Separate minutes: R: [redacted] D: asap
presentation of current Q situation 0km/field Audi VW
Total:

<<pc_CP41 alle Werke [redacted].pdf>> <<pc_CP41_und_CP42 alle Werke.pdf>>

<<pc_CP41 [redacted].pdf>>

Győr

<<pc_CP42 [redacted]_611.pdf>> <<pc_CP41 [redacted].pdf>> <<pc_CP41_und_CP42 [redacted].pdf>>

Defective O ring on MU

Summary of Audi complaints (including pump from [redacted] warehouse check), activity plan

<<ZME O-Ring.pdf>>

Current evaluation of MU inspection point

<<Prüfung_TP11_EU5.pdf>>

Evaluation of MU inspection point on DoM 10/05/2007:

<<VW_507_ZME_zerschnittener_o_Ring.pdf>>

CP4 drivetrain damage

Summary of complaints total/VW/Audi and diagnosis results

<<Triebwerksschäden auf FD mit Ma??nahmen-Stand_080128.pdf>> <<CP4_Beanstandungen_Triebwerk.pdf>>

Measures: C coating, assembly, production, inspection processes

<<DS_EHC_31_01_08_Status_Stö??eldreher.pdf>>

Field failure Q7 CP4.2 crack in cylinder head

<<Zylinderkopf CP4_Folie VW.pdf>> <<??bersicht-PDE-Brüche.pdf>>

Intake/high-pressure valve leakage due to particles

Overview of complaints VW/Audi and diagnosis results

<<CP4_Partikel SV_240108.pdf>>

FeP cleanliness concept - Activity plan incl. outlook on CP4 cleanliness

<<Restschmutzanalyse CP4_20080129.pdf>> <<Tafel 3.JPG>>

<<Tafel 2.JPG>>

<<Tafel 1.JPG>>

Status of Status reworking of [redacted] pumps:

Reworking options for the 576 pumps were checked.

Attempts to "check the pumps pneumatically" were not expedient.

As a result, any existing particles cannot be reliably removed from the pump.

Therefore, the only remaining sensible measure is the repeated rinsing /

checking on the function test bench. The pumps are run a second time with the series program. This will primarily increase the probability that any existing shavings will be discovered.

Production inspection CP4:

VW: Diagnosis of CP4 in DNA, ?? package B, 52,665km, see release CP4.1, JhP

Audi: Inspection of C coating Cp4 roller support, separate minutes

Complaints from leak test [redacted]

Results of diagnosis of returned parts

<<HD-Dichtheit.pdf>> <<Ma??nahmen-Rundheit (2).pdf>>

Further action

<<EAC_0027 Kö RSV-Dichtheit.pdf>>

Status of [redacted] release

See OPL

Planning 1. PHA in [redacted] and vehicle plants, 2nd SOP tour [redacted]

See OPL

Coordinate documents for customer ideas for changes. Revise the component change overview lists

EA11003EN-01245[2]

Separate minutes. R: DS/SVW2-Ismailoglu, D: asap

OPL VW 25th Q meeting, Audi zero fault meeting CP4, 01/31/2008, [REDACTED] plant

<<OPL-25_Q-Gespräch_CP4_31 01 2008_2.pdf>>

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Best regards

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Robert Bosch GmbH

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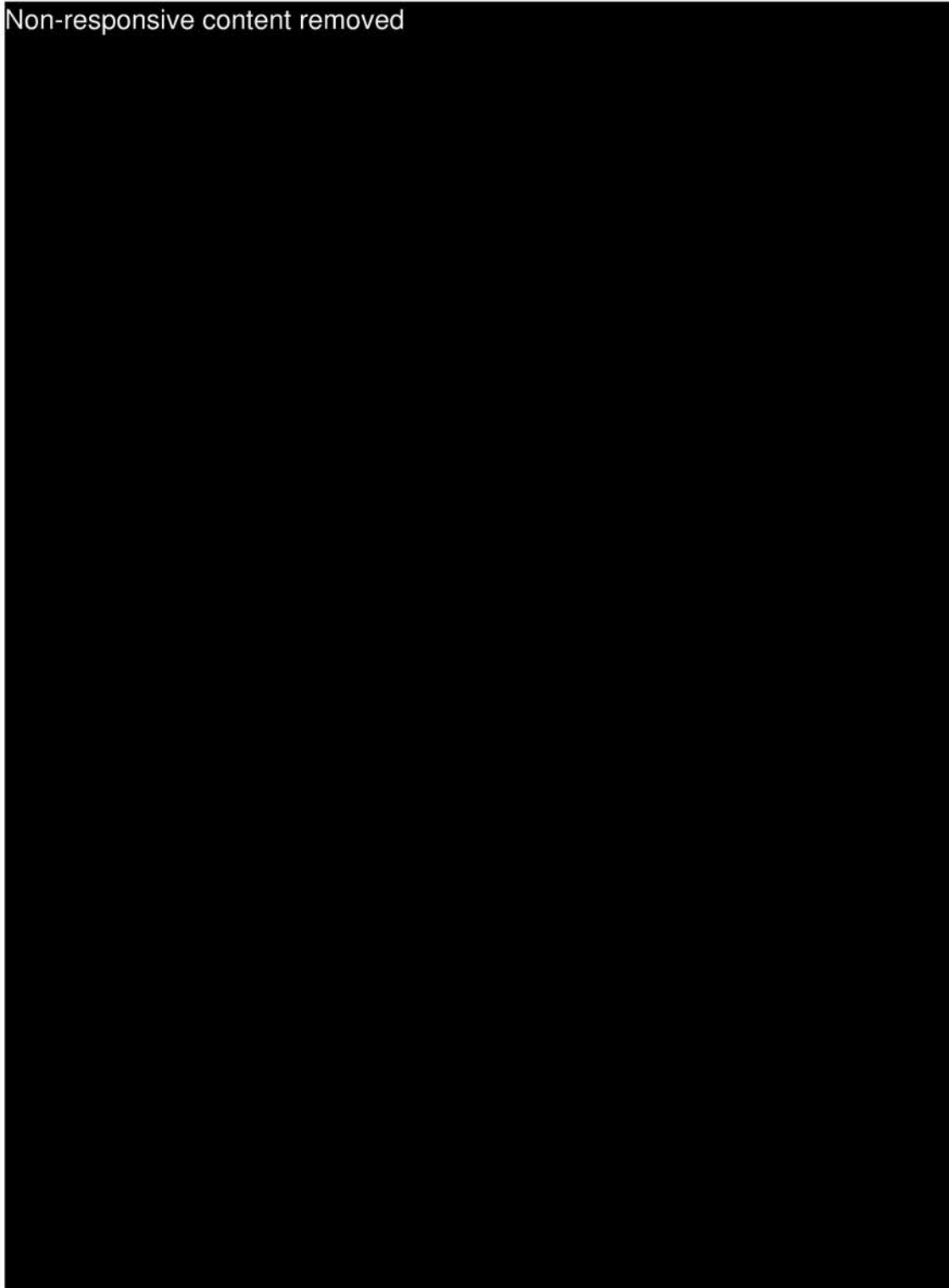
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Bernd Bohr, Wolfgang Chur, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Volkmar Denner, Peter Tyroller



From: Non-responsive content removed
To:



CC:

Date: 4/11/2008, 2:52:58 PM

Subject: Minutes and attachments for CP4 technical meeting on 04/09/2008 in NSU

Attachments: [884107 Protokoll CP4 Fachgespräch am 09 04 08 bei NSU.pdf](#)
[EHC2 0141 \[REDACTED\], Audi, CP4 FG, 09-04-2008, seitlicher Rollenanlauf ver02.pdf](#)
[080408 KT-Analyse zum seitl. Rollenanlauf, Hypothesen.pdf](#)
[EHC2 0146 \[REDACTED\] Audi, CP4 FG, 09-04-2008, ZP Anlauf.pdf](#)
[8840373d Wo 000 Status Niederdruckabsicherung V6 TDI CO2 im B8 und Q5 .pdf](#)

Gentlemen,

Please find attached the minutes and attachments from the CP4 technical meeting on 04/09/2008.

<<884107 Protokoll CP4 Fachgespräch am 09 04 08 bei NSU.pdf>>

Overhead attachment:


Outlook File Attachment

<> <<080408 KT-Analyse zum seitl. Rollenanlauf, Hypothesen.pdf>> <>

<<8840373d_Wo_000_Status Niederdruckabsicherung V6 TDI CO2 im B8 und Q5 .pdf>>

Best regards / mit freundlichen Grüßen

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Chairman of the Supervisory Board: Hermann Scholl; Board of Management: Franz Fehrenbach, Siegfried Dais;

Bernd Bohr, Wolfgang Chur, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks; Volkmar Denner, Peter Tyroller

From: Non-responsive content removed
To:

CC:

Date: 11/10/2008, 11:17:21 AM

Subject: Audi CR individual tracking lists, 0km, field, Oct. 2008, status as of 11/07/2008


Attachments: [EVL 2008 11 06 CP1H MonatsversionDSQMM.pdf](#)
[FeP CP4 EVL 061108 DSQMM.pdf](#)
[Audi EVL Vorlage 06-11-2008.pdf](#)
[Audi EVL Vorlage 10-2008 JhP.pdf](#)
[Microsoft PowerPoint - Einzelverfolgungsliste BaP 07.11.2008.pdf](#)
[EVL aktuell 28 10 08 HoP1 nur GA 40.pdf](#)
[WaP Audi Einzelverfolgungsliste Audi LÖL 051108.pdf](#)
[Audi EVL 1008 VHIT Vakuumpumpe 03L 145 100.pdf](#)

Dear Ms. [REDACTED], gentlemen,

I have attached the single tracking lists for [REDACTED] CP4x, [REDACTED] 0-km, field, Audi, status as of

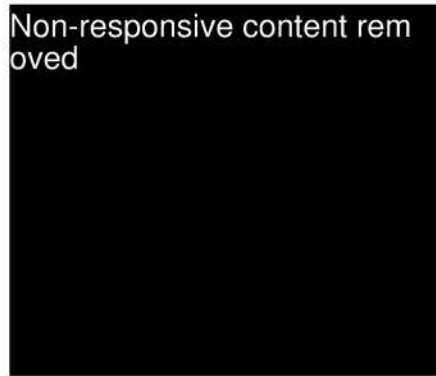
Nov. 7, 2008.

Non-responsive content removed



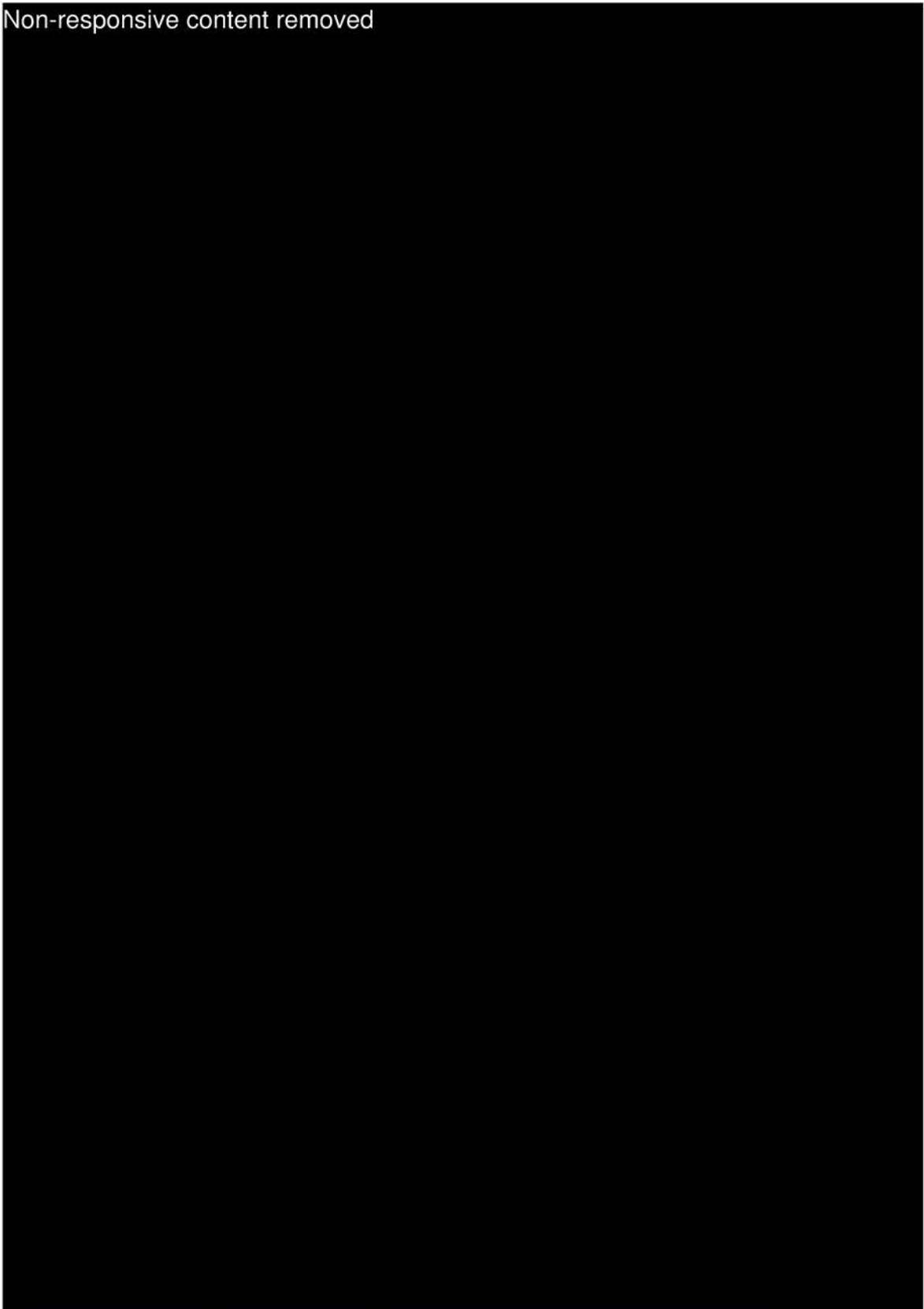
Best regards

Non-responsive content removed




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Board of Management: Franz Fehrenbach, Siegfried Dais;
Bernd Bohr, Wolfgang Chur, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Volkmar Denner, Peter Tyroller

From: Non-responsive content removed
To:



CC:

Date: 2/7/2011, 6:48:34 PM

Subject: Minutes of CP4 technical meeting on 2/2/2011 in 

Attachments: [102061 Protokoll Audi RB CP4 FG 02 02 2010.pdf](#)
[WG Temperaturen Hochdruckpumpe V6 3.0 BiTDI.msg](#)
[101163 03 cv KickOff CP1H !\[\]\(a03a7eb2f4046e1d3c76772003e549ea_img.jpg\).pdf](#)

Minutes: CP4 technical discussion

Attachment:

Best regards / mit freundlichen Grüßen

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70442 Stuttgart

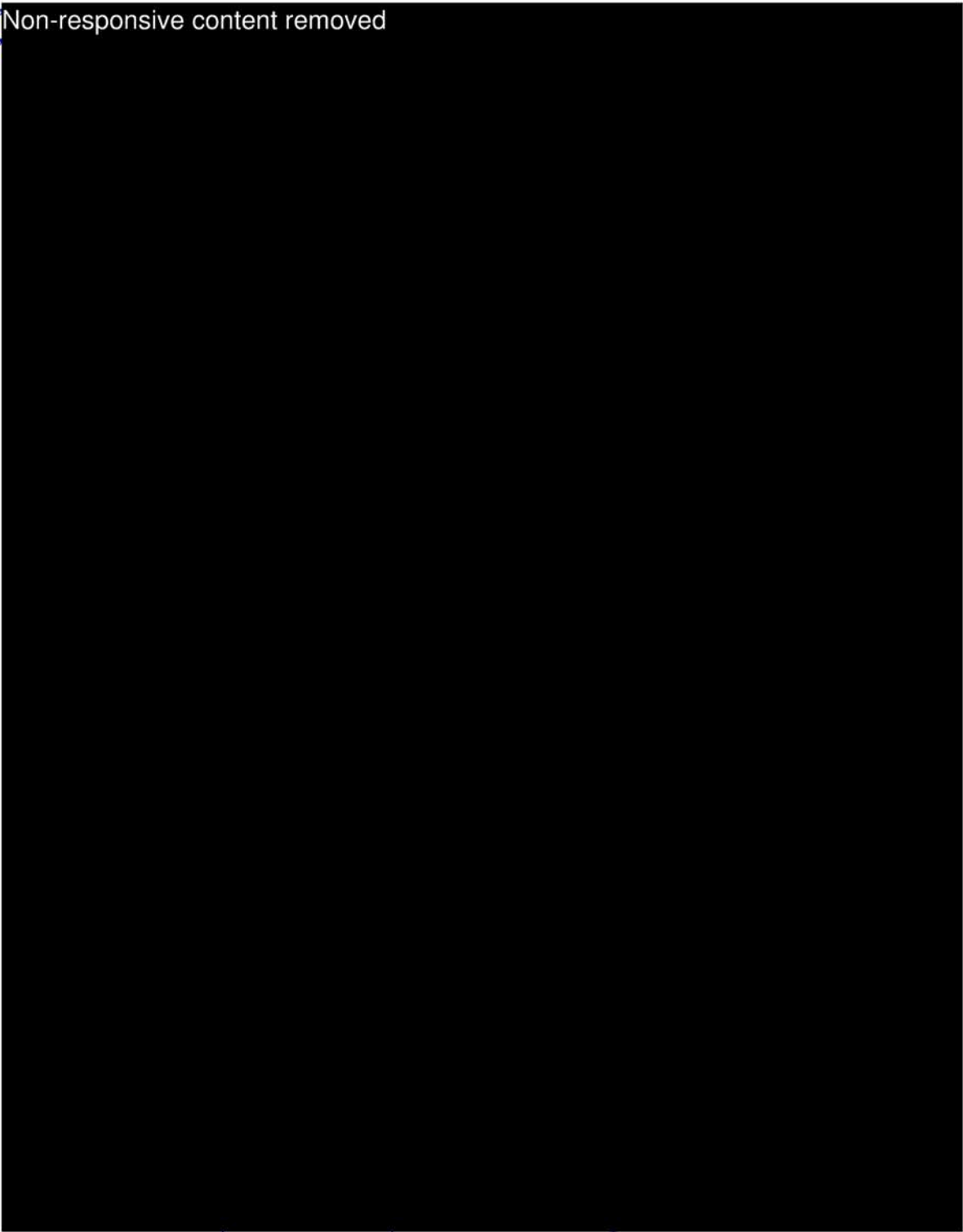
Germany

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Siegfried Dais;
Bernd Bohr, Rudolf Colm, Volkmar Denner, Wolfgang Malchow, Peter Marks,
Peter Tyroller; Stefan Asenkerschbaumer, Uwe Raschke, Wolf-Henning Scheider

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To: Non-responsive content removed



CC: Non-responsive content removed

Date: 8/25/2009 2:43:00 PM

Subject: Minutes of the CP4-technical meeting dated 07.29.2009 in NSU

Attachments: 988088_Protokoll_FG_Audi_CP4_29_07_2009.pdf
0790_EHP3_ Non-responsive content removed, Merkmale_Effizienzpaket.pdf
KaCo PTFE WDR.pdf
0786_EHP_ Non-responsive content removed, Projektstruktur.pdf
0787_EHP_ Non-responsive content removed, W19 Bin5.pdf
0686_V07_EHP_CP4,Robustheit.pdf
0784_V02_EHP_ Non-responsive content removed, W24 D4.pdf

Hello,

Please find attached the minutes of the last CP4 technical meeting in NSU.

Attachments:

Best regards

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[Robert Bosch GmbH](#)

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[Box 30 02 20](#)

[70442 Stuttgart](#)

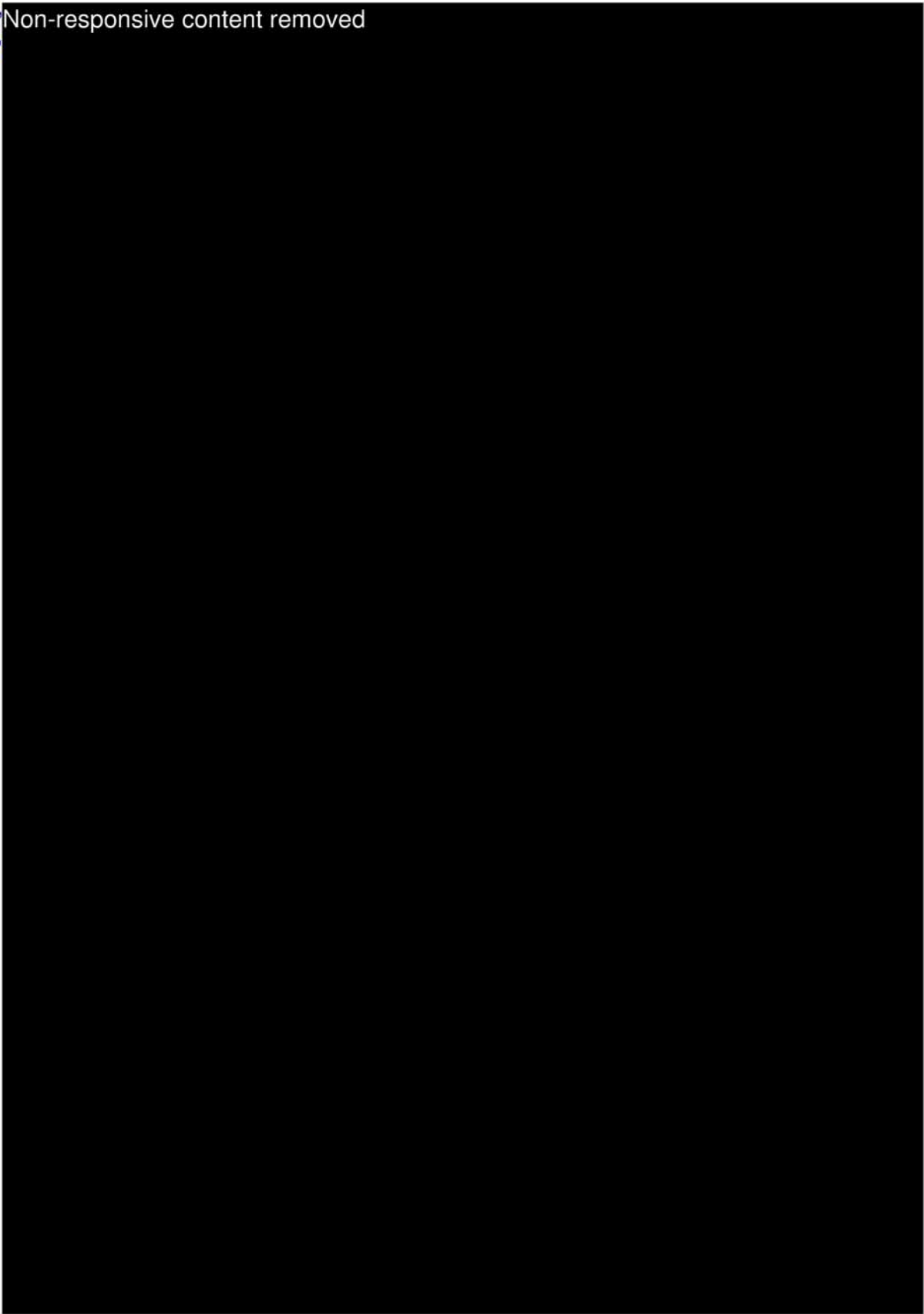
[Germany](#)

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From: Non-responsive content removed
To:



CC:

Date: 04.18.2011 04:56:11 PM

Subject: Minutes Audi CP4- technical meeting dated 03.30.2011

Attachments: [104105_Protokoll_Audi_RB_CP4_FG_30_03_2011.pdf](#)

[1684_V03_EHC1_](#)Non-responsive content removed [CP1H für](#) Non-responsive content removed [30-03-2011.pdf](#)

1685_EHC1_ [Non-responsive content removed] Gleichteileverwendung Vx_V8, 21-03-2011.pdf
1687_EHC1_ [Non-responsive content removed] RPx, 22-03-2011.pdf
1696_V02_EHC1_ [Non-responsive content removed] Übersicht C-Schicht Erprobung, 30-03-2011.pdf
1708_EHC2_Zr CP4 Audi Vx,30-03-2011.pdf

Hello,

Please find attached the minutes of the last CP4 technical meeting.

Record:

Attachments:

Best regards

Yakup Ismailoglu

Robert Bosch GmbH

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Chairman of the Supervisory Board Hermann Scholl; Management: Franz Fehrenbach, Siegfried Dais;
Bernd Bohr, Rudolf Colm, Volkmar Denner, Wolfgang Malchow, Peter Marks,
Peter Tyroller; Stefan Asenkerschbaumer, Uwe Raschke, Wolf-Henning Scheider



From: Non-responsive content removed
Sent: Thursday, May 6, 2010 2:03 PM
To: Non-responsive content removed
Subject: RE: HPP 2.7

Dear

Basically yes !

But perhaps there's a different trigger in the fuel (e.g. the gasoline fraction; water; ???)



Wochenberichte
KW13-14_Z.

Let me sum up:

16 reports
including 8 repaired (I know of 2 pumps here with us, or are there more?) including 4 conversions

With best wishes

Non-responsive content removed

AUDIAG

85045 Ingolstadt

Non-responsive content removed

From: Non-responsive content removed
Sent: Thursday, May 6, 2010 11:47 AM
To: Non-responsive content removed
Subject: HPP 2.7

Dear

is complaint to do with the same subject as in?

Title of subject 4: PCC_ C6 2.7TDI high pressure pump defective – breakdowns

< File: Wochenberichte KW13-14_Zusfassung_050510.doc >>

With best wishes

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Analysis Center for Damaged Field Components

AUDI AG

85045 Ingolstadt

Non-responsive content removed

<http://www.audi.com>

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Martin Winterkorn

Vorstand/Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael Dick, Frank Dreves, Peter Schwarzenbauer, Axel Strotbek, Werner Widuckel

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From: Non-responsive content removed
To: [Redacted]

Date: 07.31.2008 08:39:20 AM

Subject: Fuel quality in Non-responsive content removed

Attachments: AW_PCC 2008-0197_Customer No. 2045_Type 7L - Car suddenly stops. Engine doesn't start, engine warn light is active..msg

Dear [Redacted]

With our V6TDI with the high-pressure pump CP4.2 we have significantly higher failure rates in [Redacted] (higher by a factor of approx. 30 than the average of all markets) due to drivetrain damage. Do you know of any problems, striking features etc. with diesel fuel in these markets? Answer from [Redacted] see appendix.

As the lubricity in [Redacted] is very good according to your country list, one of our suspicions also goes in the direction of the rollers sticking in the roller support after a stand time. If this causes the rollers not to turn even briefly, this would explain the damage. Have you any information suggesting that such a thing could be possible with this country-specific diesel fuel?

Also we would like to ask you to arrange for a "special test" in these two markets and look for not only the usual test criteria but also for constituents which might cause the sticking. Please let me know briefly whether that's possible. It's a very hot topic and has already landed in the hands of the Board of Management.

With best wishes

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AUDI AG

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www.audi.com

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

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From: Non-responsive content removed

To:

CC:

Date: 2/17/2011, 6:43:06 PM

Subject: HDP Claim summary (CW07-11).xls

Attachments: [HDP Claim summary \(CW07-11\).xls](#)

Hi

Attached the list we spoke about.

TDI-US07 HDP Claims US-Market (as of CW05/11)

		Warranty	VTA	Sold Vehicles
MY09		287	187	37889
MY10	Before CW24/09	23		2262
	After CW24/09	119	139	54659
MY11		6	7	10565
		435	333	105375

Customer Complaint	MY09-10 (before clean-date)	MY10 (after clean-date)	MY11
MIL-on no-start / Cranks no-start	53,40%	39,80%	1x
MIL-on loss of power	28,90%	20,40%	1x
Customer misfueled	11,40%	31%	4x
MIL-on	5,20%	5%	
Fuel Contaminated		3,20%	
Water in fuel	1%		
Pump leaking			1x
	99,90%	99,70%	7x

P-Codes	Description	MY09-10 (before clean-date)	MY10 (after clean-date)	MY11
P0087	Fuel Rail/System Pressure - Too Low	37,40%	23,70%	1x
P0088	Fuel Rail/System Pressure - Too High	2,10%	0%	
P0191	"Fuel Rail Pressure Sensor ""A"" Circuit Range/Performance"	3,70%	2,90%	
None specified		52,90%	66,90%	6x
Other		3,70%	6,50%	
		99,80%	100,00%	7x

From: Non-responsive content removed

To:

CC:

Date: 05.13.2011 08:39:31 AM

Subject: Status CP42 USA

Attachments: [Status CP4 USA.pdf](#)

Dear [REDACTED]

Our boss asked for the status of the situation in the USA. Slide 4 still needs sorting. Apart from your criticism I would also welcome it if you would recheck the 4 cylinder calculation tables.

For the 6 cylinder, your figures and mine hardly differ. Let's talk about it briefly on the phone later.

With best wishes

Non-responsive content removed

>

>AUDI AG

Non-responsive content removed

><http://www.audi.com>

>

>

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Martin Winterkorn
Vorstand/
Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael Dick,
Frank Dreves, Peter Schwarzenbauer, Thomas Sigi, Axel Strotbek

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From: Non-responsive content removed

To:

CC:

Date: 05.18.2011 09:34:05 AM

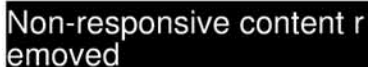
Subject: HPP

Attachments: 4_Entwurf_Präsentation_CP4 1_17_05_11.ppt

Dear 

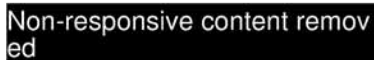
Here is the latest status with a new curve for the USA.

With best wishes



Volkswagen AG

POBox 38239 Salzgitter



<http://www.volkswagen.de>

VOLKSWAGEN AG

Sitz/Domicile: Wolfsburg

Registergericht/Court of Registry: Local District Court Braunschweig

HRB Nr./ Commercial Register No.: 100484

Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Ferdinand Piëch Vorstand/

Board of Management: Martin Winterkorn (Vorsitzender/Chairman), Francisco J. Garcia Sanz,

Jochem Heizmann, Horst Neumann, Hans Dieter Pötsch

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From: [Redacted]
Sent: Thursday, May 6, 2010 2:03 PM
To: [Redacted]
Subject: RE: HPP 2.7 [Redacted]

Dear [Redacted]

Basically yes !

But perhaps there's a different trigger in the fuel (e.g. the gasoline fraction; water; ???)



Wochenberichte

[Redacted] KW13-14_Z.

Let me sum up:

16 reports

including 8 repaired (I know of 2 pumps here with us, or are there more?) including 4 conversions

With best wishes

[Redacted]
Non-responsive content removed

AUDI AG

[Redacted]
Non-responsive content removed

From: [Redacted]
Sent: Thursday, May 6, 2010 11:47 AM
To: [Redacted]
Subject: HPP 2.7 [Redacted]

Dear [Redacted]

.....mplaint to do with the same subject as in [Redacted].....?

Title of subject 4: PCC_ C6 2.7TDI high pressure pump defective – breakdowns

< File: Wochenberichte [Redacted] KW13-14_Zusfassung_050510.doc >>

With best wishes

[Redacted]
Non-responsive content removed

Analysis Center for Damaged Field Components

AUDI AG

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Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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Vorstand/Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael Dick, Frank Dreves, Peter Schwarzenbauer, Axel Strotbek, Werner Widuckel

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From: Non-responsive content removed
To: [REDACTED]

CC: [REDACTED]

Date: 9/12/2008, 2:16:05 PM

Subject: Re: Presentation requested by Mr. [REDACTED]

Attachments: [EHC_0387 \[REDACTED\].Audi_CP4 Q-Gespräch, Übersicht Aktivitäten gegen Triebwerksschäden, 10-09-2008.pdf](#)
[CP4 Triebwerksschäden 10.09.2008.ppt](#)

Hello Mr. [REDACTED]

This item will be added to the agenda for Monday.

I had already spoken with our manufacturing colleagues.
The offers have been received and some technical detailed discussions still need to be held.
So let's talk more about that on Monday.

This is the most up-to-date information I have - see also slide EHC 0387, page 6.

Best regards

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart Commercial Register No. 14000
Chairman of the Supervisory Board: Hermann Scholl; Board of Management: Franz Fehrenbach, Siegfried Dais;
Bernd Bohr, Wolfgang Chur, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Volkmär Denner, Peter Tyroller

From: Non-responsive content removed

Sent: Friday, September 12, 2008, 11:28 AM

Non-responsive content removed

Subject: Re: Presentation requested by Mr. [REDACTED]

Hello Mr. [REDACTED]

<<CP4 drivetrain damage 09/10/2008.ppt>>

EA11003EN-02033[1]

I have had to summarize your 6 pages of activities and all the other **information.**
I have to do this for an internal TOP meeting - your 6 pages would have been simply too long.

Regarding the text:

I have cheated a little in one regard (WK 38 instead of actually WK 36), so as not to receive any probing questions that I cannot answer.

In return, however, I would like to receive the result on Monday on the conference call.

1.2. Recognizing metal splashes

??? Feasibility study for objective measurement processes

??? Decision regarding the series launch - ~~WK-38~~ (actually WK 36)

Please send to all Bosch associates: Deadlines must be strictly observed!!! You - not me!

Yours sincerely,

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AUDIAG

Non-responsive content removed

From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 9/19/2008, 2:11:00 PM
Subject: Re: [REDACTED] r.e: [REDACTED] Liste_CP4 Triebwerkschäden_mit internem Daten_ Stand 01.09.08 v_09_09_08

... if you do cannot find the dismantled pumps at VW, there will not be any analyses. ;-)

Best regards

Non-responsive content removed

From: Non-responsive content removed
Sent: Tuesday, September 09, 2008, 6:10 PM
To: Non-responsive content removed
Cc: ed
Subject: Re: Non-responsive content removed Liste_CP4 Triebwerkschäden_mit internem Daten_ Stand 01.09.08 v_09_09_08

Hello [REDACTED]
I will not manage this by Friday morning as I'm going to be in and out of the office.
Who says that the reported vehicles have drivetrain damage?
The tables should only be completed once the analysis results are in!

Best wishes,

From: Non-responsive content removed
Sent: Tuesday, September 09, 2008, 4:36 PM
To: Non-responsive content removed
Subject: [REDACTED] r.e: [REDACTED] Liste_CP4 Triebwerkschäden_mit internem Daten_ Stand 01.09.08 v_09_09_08

Hello [REDACTED]
Could you please enter your 22 failures (Excel attachment 3) in my list (attachment 5) in the lower section?
But could you give your file a different date please?
Could you get that to me by Friday morning please?

Best regards

Non-responsive content removed

AUDI AG

Non-responsive content removed

EA11003EN-02036[1]

Vorstand/Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael Dick, Frank Dreves, Peter Schwarzenbauer, Axel Strotbek, Werner Widuckel

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From: Non-responsive content removed
Sent: Tuesday, September 09, 2008, 2:39 PM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: Re: [REDACTED] Liste_CP4 Triebwerkschäden_mit internem Daten_ Stand 01.09.08

Hello Mr. [REDACTED]

as discussed, the engine codes from the ETKA (spare parts catalog)

for V6TDI, 059130755AB

Touareg: CASA, CASB, CASC, BKS, BUN
Phaeton: CARA, CARB, CEXA

for EA189_2.0L, 03L130755

Passat/Passat CC: CBAA, CBAB, CBBB, CBAC, CBDC
Tiguan: CBAA, CBAB, CBBB, CBBA

03L130755A is not listed in the ETKA

As discussed, please let me know which engine codes are of interest.

Here are the DISS evaluations for the part numbers 059130755S, N, AB and 03L130755. In each case, markets which have been approved by VW.

And finally, as already discussed, the documentation for the PNO 059130755AB, to show that the high-pressure fuel pumps are accounted for using different customer numbers. So, be careful when using customer numbers.

Non-responsive content removed

From: Non-responsive content removed
Sent: Tuesday, September 09, 2008, 12:51 PM
To: Non-responsive content removed

Cc: Non-responsive content removed

Subject: Re: [REDACTED] Liste_CP4 Triebwerkschäden_mit internem Daten_ Stand 01.09.08

Hello Mr. [REDACTED],

I could not reach you on the telephone.

Both our 2.7l / 3.0l, as well as your 2.0l CR were developed right from the start as EU5 and were also always designated as such.

Both have the Bosch CR system CRS3.2 with 1800 bar rail pressure and for the first time also a CP4, which is the matter in question.

Shortly before SOP, it transpired that the EU5 engines could not be approved as such (because the legislation was not yet advanced enough) and they were therefore permissible as EU4 or EU4 plus or otherwise.

Regarding your evaluation:

In the case of the V6, up until now only the 059 139 755 AB is a CP4, the others are the former CP3 or CP1H.

In the future, for the BIN5 USA and EU6 (both designated as "Clean Diesel") 059 130 755 AG and AL will be used as modified successor variants.

In the 2.0l, only the two types 03L 130 755 - / A are affected.

Does this clarify things?

Best regards

Non-responsive content removed

AUDI AG

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Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Martin Winterkorn

Vorstand/Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael Dick, Frank Dreves, Peter Schwarzenbauer, Axel Strotbek, Werner Widuckel

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From: Non-responsive content removed

Sent: Tuesday, September 09, 2008, 9:23 AM

To: Non-responsive content removed

Cc:

Subject: Re: [REDACTED] Liste_CP4 Triebwerkschäden_mit internem Daten_ Stand 01.09.08

Hello [REDACTED]

Here are the production figures from the QA department - FI. Evaluated according to PRNR 7MG. This is the PR number for pure EU5s.

When considering these figures, I do not understand the 26 failures (shown below) in the Touareg EU5. There is no

Touareg with PR number 7MG. Can someone explain this please?

EA11003EN-02036[3]

E.g. engine code CASA is not an EU5 engine.

Could you please provide me with clear information as to which figures are required?

I have also attached the sheets which I showed yesterday in the gasoline quality campaign.

Non-responsive content removed

From: Non-responsive content removed

Sent: Tuesday, September 09, 2008, 8:29 AM

To: Non-responsive content removed

Subject: Re: [REDACTED] Liste_CP4 Triebwerkschäden_mit internem Daten_ Stand 01.09.08

Importance: High

Hello [REDACTED]

Could you find the figures for Sales, see below in GREEN. I am now listed in the weekly conference call with Audi and will keep an eye out for the 2.0I CR.

Thank you.

From: Non-responsive content removed

Sent: Friday, September 05, 2008, 4:14 PM

Non-responsive content removed

Subject: Re: [REDACTED] Liste_CP4 Triebwerkschäden_mit internem Daten_ Stand 01.09.08

Importance: High

Hello Mr. [REDACTED]

Here is the new list from today 09/05/2008.

Modifications in blue

1 new case VW 2.0I CP7 [REDACTED] (RB report provided)

1 part received regarding the already existing case - [REDACTED]

I have taken the "Date of Registration" for the Touaregs from [REDACTED] from the Rep./recording date (acc. VW); I have left Italy as this is not plausible.

The 3 pumps [REDACTED] which were recorded yesterday by the RB field service will go to Bosch

on Monday
4-cyl. part from [redacted] is now coming by TNT

After adding your analyses and missing data, please forward as usual to Mr. Ambrock.

Hello colleagues from Audi Customer Services!

I would just be too good to be true, but can it be that worldwide (incl. at home) there have been no damage reports?!?!?!?

e.g. [redacted] have reported noteworthy bills, but virtually no parts.

For the cases abroad which will not be / have not been supplied, we require vehicle data and a photograph of the pump type label.

Hello Mr. [redacted]

Despite our parts request, hardly any pumps and fuel samples have arrived from the 6 export markets.

Hello Mr. [redacted]

Please provide me with the vehicle deliveries from Sales from **SOP up to and including June 2008 - only for the EU5 model:**

[redacted]	VW Touareg 3.0I TDI	EU5	for the worldwide markets (so far - 26 failures),	[redacted]
	VW Phaeton 3.0I TDI	EU5	for the [redacted] market => only 1 failure (vss. VW faults)	
	VW Tiguan 2.0I TDI	EU5	for the [redacted] market => only 1 failure	
	VW Passat 2.0I TDI	EU5	for the [redacted] market => so far, no failures!	

The plan of measures from Bosch [redacted] has been supplemented with regard to "clarifying R4 / V6 " differences.

Please adjust the new failure list (attachment) for Monday for the diesel quality campaign.

As the CR steering committee has called off, Mr. [redacted] will not be personally participating.

If the video dial-up fails, please present the plan of measures Bosch / Audi and the Excel file folder 2 (national overview).

Also the core content of this mail.

Note:

BMW failure rate overall (so far only R4 with chain) approx. 0.2 promille (similar to Audi A4/A5 [redacted])
BMW [redacted] approx. 0.5 promille.

Best regards

[redacted]
Non-responsive content removed

AUDI AG

[redacted]
Non-responsive content removed

From: [redacted]

Sent: Thursday, September 04, 2008, 8:07 PM

[redacted]
Non-responsive content removed

Subject: Re: [redacted] Liste_CP4 Triebwerkschäden_mit internem Daten_ Stand 01.09.08

Good evening Mr. [redacted] good evening Mr. [redacted]

Attached is the [redacted] list.

I propose omitting the Q7 failure from [REDACTED] = [REDACTED] first failure [REDACTED] from the 2 sheet "percent. distribution" and to introduce [REDACTED] as a new line with 1 vehicle / two pumps (1st failure + repeat failure).

Next week we need to be quicker :o)

Best regards

Non-responsive content removed

Robert Bosch GmbH

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www.bosch.com

Non-responsive content removed

Domicile: Stuttgart, Court of Registry Local District Court Stuttgart Commercial Register No. 14000
Chairman of the Supervisory Board: Hermann Scholl; Board of Management: Franz Fehrenbach, Siegfried Dais;
Bernd Bohr, Wolfgang Chur, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Volkmar Denner, Peter Tyroller

From: [REDACTED]

Sent: Wednesday, September 03, 2008, 8:41 AM

To: [REDACTED]

Cc:

Subject: Nilp_ Liste_CP4 Triebwerkschäden_mit internem Daten_ Stand 01.09.08

Dear Sirs,

Here is the new "[REDACTED] Liste" with internal data (red data).

Note: the new list from Mr. [REDACTED] has 17 new failures (2 x [REDACTED], 3 x [REDACTED], 5 x [REDACTED] and 7 x [REDACTED])

Best regards

[REDACTED]

Robert Bosch GmbH

Postfach 30 02 20

70442 Stuttgart

Germany

www.bosch.com

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Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart Commercial Register No. 14000
Chairman of the Supervisory Board: Hermann Scholl; Board of Management: Franz Fehrenbach, Siegfried Dais;
Bernd Bohr, Wolfgang Chur, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Volkmar Denner, Peter Tyroller

From: [REDACTED]

Sent: Friday, August 29, 2008, 4:27 PM

To: Non-responsive content removed

Cc:

Subject: List version 08/29/2008

Hello Mr. [REDACTED]

Here's the current version; everything that I knew already.

The list is complete apart from one pump from VW (JhP) and 5 Touareg from [REDACTED]

Circulation as discussed: Non-responsive content removed

I.e. please add any findings and other missing data.

Attention:

blue text= new data

bold QTS= moved from the bottom (last list) to the top (part received).

When you see a question mark, please check to see if the data is correct; we've noticed that the countries and vehicle numbers have been mixed up for some unknown reason.

I.e. please check the findings, the vehicle numbers and the country again.

<Non-responsive content removed> Liste Triebwerkschäden CP4 29.08.08.xls>>

Yours sincerely,

Non-responsive content removed

AUDI AG

Non-responsive content removed

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Martin Winterkorn

Vorstand/Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael Dick, Frank Dreves, Peter Schwarzenbauer, Axel Strotbek, Werner Widuckel

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From: Non-responsive content removed

To:

CC:

Non-responsive content removed

Date: 10/24/2008, 2:28:32 PM

Subject: Updated drivetrain failure statistics CP4.x

Attachments: [1StemplerAusfälle_081020.pdf](#)
[2StemplerAusfälle_081020.pdf](#)
[alleKundenCP4XAusfälle_081020.pdf](#)

Hello Mr. 

Attached the requested statistics evaluations for the drivetrain damage on the CP4.x.

<<1StemplerAusfälle_081020.pdf>> <<2StemplerAusfälle_081020.pdf>> <>

Have a good weekend

Best regards

Non-responsive content removed

Domicile: Stuttgart
Court of Registry: Local District Court Stuttgart,
Commercial Register no. 14000, Chairman of the Supervisory Board: Hermann Schöll;
Board of Management: Franz Fehrenbach, Siegfried Dais;
Bernd Bohr, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks; Volkmar Denner, Uwe Raschke, Peter Tyroller

From: Non-responsive content removed

To:

CC:

Non-responsive content removed

Date: 10/31/2008, 3:11:13 PM

Subject: Updated drivetrain failure statistics CP4.x

Attachments: [alle TWS Ausfälle_081030.pdf](#)
[1 Stempler TWS Ausfälle_081030.pdf](#)
[2 Stempler TWS Ausfälle_081030.pdf](#)

Dear Mr. [REDACTED]

Attached the weekly updated statistics evaluations for the drivetrain damage on the Cp4.x.

<> <<1 Stempler TWS Ausfälle_081030.pdf>> <<2 Stempler TWS Ausfälle_081030.pdf>>

Have a good weekend

Best regards

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From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 11/18/2009, 9:14:31 AM
Subject: Status of drivetrain damage
Attachments: [Status of drivetrain damage 11/13/2009.ppt](#)

Hello Mr. [REDACTED]

as discussed on the telephone, the mutual status of [REDACTED] and [REDACTED] regarding the damage to the high-pressure fuel pump CP4 is a subject for tomorrow's debates. Both Mr. [REDACTED] and I will be presenting.

With best wishes

[REDACTED]

[REDACTED]

AUDI AG

[REDACTED]

www.audi.com

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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From: Non-responsive content removed
To: [Redacted]
CC: [Redacted]

Date: 12/18/2009, 4:11:00 PM
Subject: RE: Status report CP4 failures in AUDI dated 12/16/2009
Attachments: [Figures for the high-pressure fuel pump CP4.2, 12/18/2009.ppt](#)
[AUDI CP4 weekly report 12/18/2009.ppt](#)

Hello [Redacted]

please do not use the previously received status from H. [Redacted] it doesn't have the up-to-date figures on page 11 (figures).

Our conclusion:

In principle, there have been no key changes compared with the last summary we produced from 12/11/2009. Please find the updated Bosch status enclosed with our current figures showing growth compared to the last time (see asterisks).

Figures today: worldwide 828 (+29), of which [Redacted] 442 (+14).

P.S. [Redacted], please do not distribute before Monday evening.
With best wishes

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From: Non-responsive content removed
Sent: Friday, December 18, 2009, 2:46 PM
To: Non-responsive content removed
Subject: R.e: Status report CP4 failures in AUDI dated 12/16/2009

Good day gentlemen,
Attached please find the status report on the CP4 failures.
Please distribute this report throughout AUDI.

The next task force meeting will take place, as agreed with AUDI, on 01/13/2010.
The status report will be updated after this.

Mit freundlichen Grüßen / Best regards

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Robert Bosch GmbH

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www.bosch.com

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Peter Tyroller; Uwe Raschke

From: Non-responsive content removed

To:

CC:

Date: 1/14/2010, 6:21:46 PM

Subject: Documents - CP 4.2

Attachments: [Audi V6 TDI CP4_2.ppt](#)

Hello [REDACTED]

as discussed, the documents for the CP4.2 which I have presented today in the model series on the subject of no releases V6 TDI EU 4 for RoW:

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With best wishes

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From: Non-responsive content removed

To:

CC:

Date: 2/9/2010, 7:26:13 PM

Subject: Re: Status of CP4 failures

Attachments: [100208_Status_CP4_Triebwerkschaden.pdf](#)

Do not spread and leave as is.

From: Non-responsive content removed

Sent: Tuesday, February 09, 2010, 10:12 AM

To: Non-responsive content removed

Cc:

Subject: Re: Status of CP4 failures

Hi all,

The R4 Audi is twice as high as the R4 VW. Could be a plant influence.

CP4.2 10 x high as CP4.1 - this is on account of the two-piston principle and other minor structural differences.

with the injector side, as this is running well).

Regards, Non-responsive content removed

From: Non-responsive content removed

To:

Date: 06/02/2010 01:38:05 pm

Topic: Presentation of CP4 failures

Attachments: [2010_04_21_Auswert_HDP_Feld_2009-10.ppt](#)

Hello

enclosed the evaluation which I should now revise again.

>Regards

>

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>Volkswagen Aktiengesellschaft

>Domicile: Wolfsburg

>Court of Registry: Local District Court Braunschweig

>Commercial Register no.: 100484

>Chairman of the Supervisory Board: Ferdinand Piëch

>Board of Management: Martin Winterkorn (Chairman), Francisco J. Garcia Sanz, Jochem Heizmann, Christian Klingler, Horst Neumann, Hans Dieter Pötsch, Rupert Stadler

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From: Non-responsive content removed

To:

CC:

Date: 8/31/2010, 10:11:49 AM

Subject: 100831 TREAD HPP V2.ppt

Attachments: [100831 TREAD HPP V2.ppt](#)

Hello,

Here's the status on the subject of BOSCH CP4.1 failures in the USA and the package of measures.

Best regards,

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From: Non-responsive content removed
To: [REDACTED]
CC:
Date: 12/9/2010 10:08:44 AM
Subject: Re: CP4.1 VW+Audi
Attachments: [Qgespr \[REDACTED\] Technik.ppt](#)
[CP4 1 \[REDACTED\].ppt](#)

Hello [REDACTED]

Here's the current version of the documents. We still have to discuss the extent of the damage, because the current representation is made using customer numbers and is not restricted to part numbers for HPFP.

If we take into consideration the peaks in the noise floor of 20 damages, no PCVs or injectors should be included.

From: Non-responsive content removed
Sent: Wednesday, December 08, 2010, 5:15 PM
To: Non-responsive content removed
Cc: [REDACTED]
Subject: Re: CP4.1 VW+Audi

Hello Mr. [REDACTED]

Here are the documents with small revisions on page 1 shown in red as well as the back-up slides for [REDACTED]

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From: Non-responsive content removed
Sent: Tuesday, December 07, 2010, 10:18 AM
To: Non-responsive content removed
Subject: Re: CP4.1 VW+Audi

Please check and comment accordingly.

Regards

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Sent: Tuesday, December 07, 2010 9:47:33 AM

Subject: Re: CP4.1 VW+Audi

Hello [REDACTED]

Here's the draft.

To all: we must be able to explain the peaks after we consider the measures. E.g. after introducing a hair line, the 12 MIS curve decreases, then rises again. The efficiency of the measures seems to be greater at Audi than it does with us?!

Best regards,

From: Non-responsive content removed
Sent: Monday, December 06, 2010, 12:50 PM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: Re: CP4.1 VW+Audi

Hello Mr. [REDACTED]

Here is the status that has been confirmed with Mr. [REDACTED]

<<CP4.1.ppt>>
With best wishes

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Volkswagen AG

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>
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From: Non-responsive content removed
Sent: Friday, December 03, 2010, 3:04 PM

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Subject: CP4.1 overview sheet

Hello,

as discussed today in the conference call with Mr. [REDACTED]
I am sending you the proposal for the introduction slide

EA11003EN-02210[2]

< File: CP4.1.ppt >>

With best wishes

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Volkswagen AG

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Non-responsive content removed

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From: Non-responsive content removed
To: [REDACTED]
CC:
Date: 2/4/2011, 2:55:34 PM
Subject: Re: HDP claims all markets gesammelt.xls
Attachments: [gesamt.xls](#)

From: Non-responsive content removed
Sent: Tuesday, November 16, 2010, 8:04 AM
To: Non-responsive content removed
Subject: HDP claims all markets gesammelt.xls

From: Non-responsive content removed
To: [REDACTED]

CC: [REDACTED]

Date: 02/7/2011 06:19:05 PM

Subject: Figures for CP4

Attachments: [Abrechnungsraten CP4.ppt](#)

Hi all,

If we now combined the production figures from 2009 to 2010 and the figures from AQUA for this production period, we see the following:

It's not just the markets with fuel that is not compliant with the EN590 that are hurting us.

>With best wishes

>

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><http://www.audi.com>

>

>

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From: Non-responsive content removed
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: CP4-TF, shift lines [REDACTED]
Date: Tuesday, March 29, 2011 08:25:13 AM
Attachments: [MIS Darstellung CP42.ppt](#)

Hello Mr. [REDACTED]
Here are the current failure statistics for CP4.2.
Regards

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From: Non-responsive content removed
Sent: Monday, March 28, 2011, 1:33 PM
To: Non-responsive content removed
Subject: Re: CP4-TF, shift lines [REDACTED]

Hello Mr. [REDACTED]
H. Bauder would like to have "shift lines for [REDACTED]
[REDACTED]
Or do I need to request these from Mr. [REDACTED]
Thank you for the information.
Many thanks, Kor-

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Best regards

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From: Non-responsive content removed
Sent: Friday, March 25, 2011, 11:46 AM
To: Non-responsive content removed
Cc: [REDACTED]
Reference: Re: CP4-TF, shift lines [REDACTED]

Hello Mr. [REDACTED]
There appears to be a positive trend. (See mail attachment).

--> Fewer failures with the introduction of our anti-wear packages!

This is by no means an "all clear" scenario, but at least the failure rates are not continuing to increase.

Regards

[Redacted]

From: [Redacted]
Sent: Friday, March 25, 2011, 11:31 AM

Non-responsive content removed

Subject: Re: CP4-TF, shift lines [Redacted]

Hi all,

I have discussed the topic with Mr. [Redacted]

The problem is that the (confidential) AQUA graphics are always based on spot checks and therefore lack in data / failures for "remote" countries. These graphics are used to show failure trends and rates. However, they are not suitable for establishing settlements; these must be evaluated 100% using SAGA 100% (clouds of dots). And, as we already know from the last evaluation, there are some dots (primarily in [Redacted]) after RP1 or as of MY11.

Proposal :

You report to your management, that as of MY11 (since June 2010) **there is** an evident further **currently** improvement in the graphics (primarily also in [Redacted]) **and** that nevertheless there are still some failures with RP1 and also so far few with RP2 and still no Gen. 2 drivetrain damage (with 4 settlements; implementation of Gen.2: May 10 in Q7 and Sept. 10 in A8 and A7) **and** that in the middle of April (AQUA updating of export markets - middle of the month) I will again take a look at the status, also for our management.

Have a nice weekend!

Best Regards [Redacted]

From: [Redacted]
[mailto:[Redacted]]
2011, 11:06 AM
To: [Redacted]
Cc: [Redacted]
Subject: CP4-TF, shift lines [Redacted]

Hello Mr. [Redacted]
Could you clarify whether you can provide us with the shift lines for [Redacted]
If yes, could you please upload these to the Audi CP4-TF drive under "Field statistics"?

Mit freundlichen Grüßen / Best regards

[Redacted]

Robert Bosch GmbH
[Redacted]
[Redacted]

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removed

Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart, Commercial Register No. 14000;

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From: Non-responsive content removed
To:

Date: 9/30/2011, 6:44:00 PM

Subject: AQUA figures 4-cyl. Non-responsive content removed

Attachments: In the case of 4-cylinder Non-responsive content removed.xlsx
In the case of 6-cylinder Non-responsive content removed.xlsx

Hello Mr. Non-responsive content removed

To answer your query, I can confirm that the HP pump failures for the 4-cyl. CR in [REDACTED] as well as [REDACTED] with A3 12 MIS, have had a tendency to increase; the B8 remains about the same and the Q5 in [REDACTED] in 24 MIS value also increased (whereby the MY10 value here is not certain).

The reasons for this could be down to design circumstances, like, for example, the Gen.1 / Gen.2 or even the 2 bar / 6 bar LP system or the like, as well as, in the case of [REDACTED], the quality of the fuel, which is continuously fluctuating (uncertainty with the last 12- and 24 MIS values – see graphics).

We have, however, known for some time that the transverse installed engine is considerably better than the longitudinal installation and in this connection the Q5 is worse than the B8 family. Therefore, we will also carry out, in collaboration with Bosch and VW [REDACTED], the familiar vibration measurements on the 4-Zyl.

* Q5 (worst) compared with

* A3 (best)

As far as the comparison of the 4-cyl / / 6-cyl is concerned, we would very much disappoint the employees in the CP4 task force if the lowering ratio (V6 : R4) continues with a negative tendency. This has been essentially achieved by the evident reduction in the V6 HP pump failures (to 1/4 in [REDACTED]) and less by the situation of the R4 (the unit bearer here is by far the B8 and not the slightly increasing A3 in the 12 MIS).

We ask you to highlight this clearly with the importer. Otherwise, it has always supported the task force with its work, and we do appreciate this.

PS: Each attachment contains 2 diagrams

I can send you the AQUA curves if you require them

Have a nice weekend!

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