
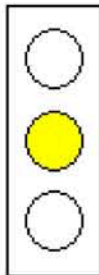


Project 2.0I 103kW CR-TDI BIN5 US07

Status sheet: Engine

Status: 2/21/2008

Component: fuel system	PPS: 48/07 NS: 05/08 SOP: 27/08	
Problem	Analysis	Assessment
<p> Initial message: 2/19/2008 Breakdown Engine will not restart after it has been switched off </p> 	<p> Error in engine control unit fuel rail/system pressure too low (static) Deposits of metal particles found in the fuel tank, fuel filter, fuel conveyor unit of the tank and in the high-pressure filter pump </p> <hr/> <p> Measure </p> <p> Fuel sample is to be analyzed. Vehicle to be sent by air to Germany for analysis. </p> <p> Dates: Vehicle provision end of week 9 </p> <p> Further procedure: </p>	<div style="text-align: center;">  </div> <p> Responsible: Non-responsive content removed </p> <p> Contact person: Non-responsive content removed </p>

Failure of high-pressure pump

2.0l Common Rail Jetta US07

Problem: Drivetrain CP4.1

03L. 130.755 A / DM: 08/23/07

Mileage 23,927 km

Cause: Roller tappet turned 90° because of vibration

Analysis: Deep groove on the camshaft.
Flattening on the roller, deposits in the tappet hole O-ring Metering unit (MU) damaged

Further

Procedure:

Determination of C-layer adhesion roller support

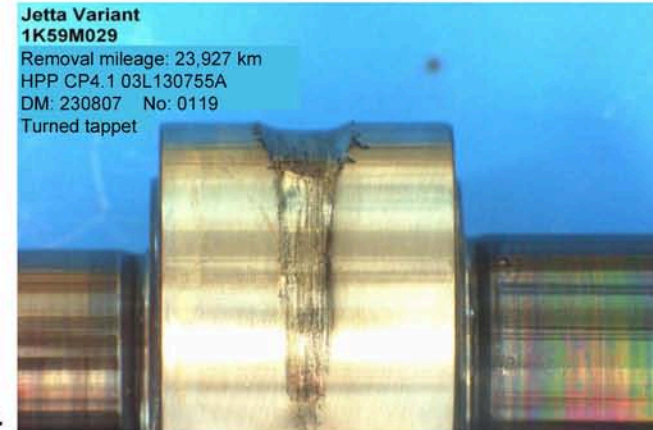
Analysis of MU O-ring

Deposit analysis, housing/ tappet hole

Fuel sample taken from car in Germany OK

Fuel sample taken from car in USA, flash point slightly undershot

Examination of lubricity, open



D: 3/20/2008

D: 3/26/2008

D: 3/27/2008

D: Completed on 3/17/2008

D: Completed on 3/19/2008

D: 3/20/2008

2.0I CR BIN5 LEV2 failure HP fuel pump

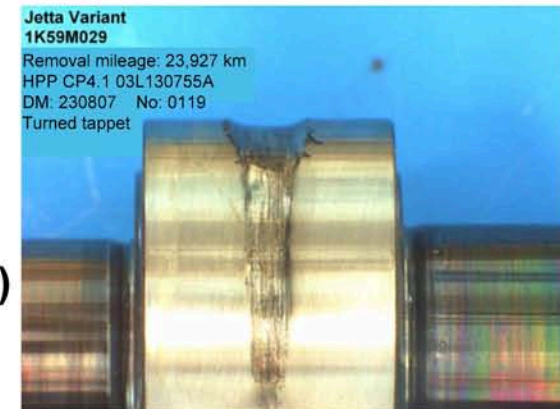
Fault: GQG-2 VEH. 1K59M029, “Serious problem from verification run GQG, metal particles in fuel system“

Cause: Massive wear and tear in drivetrain of high-pressure fuel pump
→ No pressure build-up due to damaged camshaft

Bosch analysis: Date of manufacture: WK 34/07 (series/ D prototype)
Result of analysis (BOSCH): see above
Detailed diagnostic report end WK 13/ 08

Fuel analysis:

- Outside standard (fuel quality not untypical in USA)
- Slightly raised flash point 44- 42°C



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EA11003EN-00961[0]

127		CAH0000074		101,956km GET-EVC	CP 4.1	No items of note	sent to Bosch for analysis, 01.24.08	Pump : 0445 010 507 03L130755 DM: 020507 No BPT 0272 ZM : 0 928 B01 831 00031 78410
128	US07	CBE0000562		890h OCR / PCER + OCR	CP 4.1	No items of note		Pump : 0445 010 508 03L130755A DM: 090707 No BPT 0452 ZM : 0 928 400 706 00824 78703
129		CBA0000545		1225 h function EADA regeneration DPF	CP 4.1	No items of note	sent to Bosch for analysis, 01.24.08	Pump : 0445 010 507 03L130755 DM: 100407 No BPT 0277 ZM : 0 928 400 706 00031 78330
130		CAH0000137		279h ER 1 +OCR	CP 4.1	No items of note	sent to Bosch for analysis, 01.24.08	Pump : 0445 010 507 03L130755 DM: 050607 No BPT 0328 ZM : 0 928 B01 831 00164 78531
131	US07	03LD/17263	VW315	98,820 km WL1 + KL4	CP4.1 V125	No items of note	sent to Bosch for analysis, 01.24.08	Pump : 0445 B21 060-05 03L130755 DM: 000688 No BPT 4786 ZM : 0 928 B01 448 00046 68804
132	US07	CBE0000544		981h OCR + IRR	CP 4.1	No items of note	sent to Bosch for analysis, 01.24.08	Pump : 0445 010 508 03L130755A DM: 090707 No BPT 0453 ZM : 0 928 400 706 00799 787??
133	US07	03LD/17088	VW351	100,026 km WL1 + KL4 + WINNIPEG	CP4.1 V125	No items of note	sent to Bosch for analysis, 01.24.08	Pump : 0445 B21 060-06 03L130755A DM: 000689 No BPT 4148 ZM : 0 928 B01 448 00112 68804
134		03LA/17744		3,429 h loading DPF FL curves	CP4.1 V120	No items of note	sent to Bosch for analysis, 01.24.08	Pump : 0445 B21 058-06 03L130755 DM: 000689 No BPT 4918 ZM : 0 928 B01 448 00118 68804
135	US07	03LD/18097	VW351	126,398 km QA- ER 1/3 Mix	CP4.1 V130	No items of note	sent to Bosch for analysis, 01.24.08	Pump : 0445 B21 060-11 03L130755A DM: 000692 No BPT 4335 ZM : 0 928 B01 448 00093 69130
136		CAH0000136		440h OCR + ER1 + OCR	CP 4.1	No items of note	sent to Bosch for analysis, 01.24.08	Pump : 0445 010 507 03L130755 DM: 050607 No BPT 0325 ZM : 0 928 B01 831 00035 78531
137		CBA0002352		44,950 km GET-EVC	CP 4.1	No items of note	sent to Bosch for analysis, 01.24.08	Pump : 0445 010 507 03L130755 DM: 230707 No BPT 0222 ZM : 0 928 400 706 00454 78717



**Status V6 TDI Bin 5 in the Audi Q7
Relating to the high-pressure trouble ticket
SOP WK 47/08**

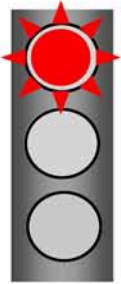




V6 3.0l TDI EU6 / Bin 5 in the Audi Q7

SOP Wk 42/08 and Wk 47/08

High-pressure pump 2000 bar Clean diesel (SOP WK 42/08)



Problem: Engine died while driving at constant speed
 Engine will not restart. Fuel pressure too low (set = 300 bar, actual= 7 bar).

Metal particle found in high-pressure fuel pump

1x GQ endurance test USA: 25 tmi (40 tkm) - objective: 120 tmi
 (of which 20 tkm in Germany city/country/BAP with EU diesel
 20 tkm in USA)



Analysis: HPP, rail, injectors and fuel sample received on 20.05 in NSU.

HPP and Injectors sent to Bosch for analysis. Initial information WK 22/08

Fuel sample will be externally analyzed. Initial information end WK 23/08

EA11003EN-00968[0]

From: Non-responsive content removed
To:

CC:

Date: 7/7/2008, 12:41:35 PM

Subject: RE: CP4 BIN5 3rd and 4th failure in USA

Attachments: [Steuergerät EDC 17.msg](#)

Hi all,

There is now probably a 4th controller that fits in with the pattern (see appendices).

This means that this is even less likely to be a coincidence.

With best wishes

Non-responsive content removed

AUDI AG

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Sitz/Domicile: Ingolstadt

EA11003EN-00968[1]

Registergericht/Court of Registry: Local District Court Ingolstadt

Commercial Register No./HRB Nr.: 1

Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Martin Winterkorn Vorstand/
Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael Dick,
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>
From [Non-responsive content removed]

>Sent: Sunday, July 06, 2008, 8:57 PM

Non-responsive content removed

>Subject: ANS: CP4 BIN5 3rd and 4th failure in USA

>

>Hi all,

>

>I keep thinking of the 3 engine controllers in the context of this drivetrain damage.

>

>Brief reminder:

>In May we encountered drivetrain damage on the CP4.2 on 2 cars. After the complete hydraulic system (n=high and low pressure)the vehicles only ran correctly when idling. When under load and when revved they went into emergency mode with data memory entry "Rail pressure too low" Intensive analyses by Bosch and Audi failed to find a defect in the hydraulic system. The two cars only ran again without any problem after the engine controller was replaced. The same thing happened about 2 weeks ago with a car in [redacted] Here too the car was only OK after the controller was replaced.>

>

>Damage hypothesis (by no means certain):

>It would be a very strange coincidence if the controller were to break down three times at exactly the same time as drivetrain damage occurred in the CP4.2. It is also possible to exclude damage to the engine controller caused by the particles from the drivetrain damage. However it could be that the engine controllers were only "slightly" faulty to begin with and were therefore driven at much too high rail pressures, which the pumps did not like at all. This would also explain the repetitive character of the problem.

>

>Location of the controllers:

>1) Controller sent to Vienna for analysis following discussions with [Non-responsive content removed] No trouble found to date.

>2) Controller sent to Salzgitter for analysis following discussions with [Non-responsive content removed] No trouble found to date.

>3) Controller has been in IN since 7/3/08., In consultation with [Non-responsive content removed]

[Non-responsive content removed] this controller is to be installed in another vehicle prior to further analysis.

[Non-responsive content removed] will coordinate installation.

EA11003EN-00968[2]

>
>
>
>With best wishes

Non-responsive content removed

Non-responsive content removed

>AUDI AG

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>
>
>
>From Non-responsive content removed

>Sent: Friday, July 04, 2008, 11:05 AM

Non-responsive content removed

>Subject: CP4 BIN5 3rd and 4th failure in USA

>Importance: High

>
>Hi all,

>Unfortunately there has been a 3rd failure in the Q7 verification run, i.e. the pump installed after the
2nd failure is again faulty.

>There is also a VW Touareg with approx. 2,500 km or miles.

>
>Analyses:

>* Failure 1 Nothing usual about the fuel; final analysis report on pump from BOSCH open

>* Failure 2 fuel sample in the laboratory Non-responsive content removed) - 1 part of the fuel should be
sent to BOSCH !; analysis report from Bosch open (drive-train damage confirmed)

>* Failure 3 should be delivered with fuel sample ! (complete system has been previously removed;
please supply both systems)

EA11003EN-00968[3]

> * Failure 4 VW Touareg ???

>

> Proposed further procedure:

> * Clarification of 2nd repair to station / how long has this been requested via ECP? / after which start time did the engine start ?

> * Were the CS instructions observed ?

> * Proposals from BOSCH !!!

> * Proposals from Audi Development

> * Is it possible to allow OK Q-AL pumps or EC pumps to be diagnosed and to continue to run

> * >Why is it that EC pumps do not fail? Because of a different fuel?

> * Were/are the diesel filter intervals observed at GQ-AL / EG?

> * Please provide a profile of the station for every car.

> * How were/are the cars shipped/ flown (tank filling; oblique positioning; etc.)? (increased failures also occur in the field in overseas countries such as **Non-responsive content removed**)

>

> I would ask all those who can contribute to the clarification of the damage to attend the open-ended meeting on "Drivetrain Damage" to be held in Stuttgart-Feuerbach on 7/15/08 starting at 1.00 PM !!! I need all of the above information for this purpose.

>

>

> With best wishes

>

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>

>

> AUDI AG

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EA11003EN-00970[0]

Inquiry Order number: 26962 BA-ID: 13033665 Inquiry type: Technical repair inquiry Was a comparison vehicle checked? yes, no symptoms Is the car available for remote diagnosis? No Did you carry out "Guided Troubleshooting"? Yes Is the exhaust warning light on? No Does the vehicle correspond to the series status? Yes Does the complaint involve original equipment (VWN: alterations and improvements)? No Reply time: 2008-07-07 08:03, -04:12		Vehicle data Brand: Audi Model year: 2008 Sales type, 6 places: 8T30CH Sales type, description: A5 COUPÉ TDI2.7 V6140 A8M Engine: CAMA Gearbox: KSS delivery date: 2008-06-25 Chassis number: WAUZZZ8T48A [redacted] Mileage: 126 kilometers		Partner data Company: [redacted] Location: [redacted] Name: [redacted] Org-ID: [redacted] HS Region: 12 Telephone: [redacted] --E-Mail: [redacted] ZIP: [redacted] Street: [redacted]		Functions Vehicle data Attachments (1) Summary Other operating data relating to the order (1/1) Diagnostic protocol online (0/0) All operating data in relation to the vehicle (1)
---	--	--	--	---	--	---

Customer message: la vettura non rende e si accende la spia candele		Workshop message: la vettura non rende e si accende la spia candele	
Customer code: 0101060198	Workshop code: 0122141098		Edit
Drive mechanism > Function > Performance defects >	Engine > Fuel Preparation - Distribution		

Communication history						
Sent:	Dealt with by:	Sent on:	Workshop code:	NG:	RE:	Message:
7/3/2008 12:49 PM	[redacted]	Level 1	0122141098			[redacted]
7/3/2008 1:08 PM	[redacted]	Level 2				[redacted]
7/3/2008 1:25 PM	[redacted]	Partner				[redacted]
7/3/2008 2:50 PM	[redacted]	Level 1				[redacted]
7/3/2008 2:57 PM	[redacted]	Level 2				[redacted]
7/3/2008 4:34 PM	[redacted]	Partner				[redacted]
7/4/2008 6:03 PM	[redacted]	Level 1				[redacted]

EA11003EN-00970[1]

7/7/2008 8:09 AM	Non-responsive content removed	Level 2			[Redacted]
7/7/2008 10:41 AM	[Redacted]	Level 3			

<input type="checkbox"/> Transport	<input type="checkbox"/> M44 Information	<input type="checkbox"/> Request not justified Reason for rejection	<input type="checkbox"/> Feedback required
------------------------------------	--	---	--

Keywords:

Advance information to partner: Comment:	[Dropdown]	[Insert]	Internal note:
[Text Area]		Per TEBALDI	

Message to:	Level 2	Assembly paragraph:	Rejection of problems when retrofitting	[Insert]
-------------	---------	---------------------	---	----------

[Text Area]

EA11003EN-00987[0]

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

Date: 7/11/2008, 1:41:00 PM
Subject: FWD: W19 BIN5 pump failure

Dear [Redacted]
Here is the Bosch contact.
And the addresses.
Please initiate the transfer of **2 vehicles with the highest mileage, without previous CP4 failure.**

Thank you.

With best regards

Non-responsive content removed

From: Non-responsive content removed
Sent: Friday, July 11, 2008, 2:50 PM

Non-responsive content removed

Subject: FWD: W19 BIN5 pump failure

Dear [Redacted]

Our contact in the USA is Mr. [Redacted]

He is located in Denver - together with your colleague & [Redacted]

The cars should be sent for dismantling to Audi Auburn Hills / Michigan - distance from Farmington Hills approx. 30 min

With 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; 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
Sent: Friday, July 11, 2008, 10:34 AM
To: Non-responsive content removed

EA11003EN-00987[1]

Non-responsive content removed

Subject:ANS: W19 BIN5 pump failure

Dear [redacted]

I agree with you.

This means that we will try wither to bring either the pumps or, better, the cars (with the highest mileage) to the "pit stop" at Bosch.

Please name a contact and the precise Bosch address as soon as possible.

For the zero error meeting in FeP on Tuesday we expect the information discussed at the error meeting on endurance testing of fuels with "poor lubricity, containing water etc." and all failures, drivetrain damage in all component, system and other endurance runs of Bosch and all customers

I am also in the process of obtaining the worldwide fail[redacted] quantities delivered to the various countries.

Dear [redacted]

Please tell Mr. [redacted] that the straightedge check was not the last measure; he complained bitterly about Bosch at today's damage meeting and talked about "calling in the board".

Changes are still in progress in relation to the C coating process.

Details of this will be available at the " drivetrain zero error meeting" on Tuesday 15.07 in Feuerbach, to which you or your employees are of course invited.

Can you provide me with information about the mileage and fuels in EC vehicles; are then running at other US locations?

There have been no failures there to date. Likewise there has been no failure with EU6.

Thank you

With best regards

Non-responsive content removed

AUDI AG

Non-responsive content removed

From: [redacted]

Sent: Thursday, July 10, 2008, 11:38 PM

To: [redacted]

Non-responsive content removed

Subject:ANS: W19 BIN5 pump failure

Mr. [redacted]

I am trying to decipher the apparently contradictory responses from Bosch. Both [redacted] have spoken to me.

I agree to this procedure if this examination can take place at RB in the USA, where the appropriate equipment is available (test bench,

assembly equipment for ensuring the camshaft position or the alignment of the tappet, intake program for "releasing" the tappet spring) as well as appropriately experienced personnel.

If we have to carry out this examination "in the field" in practical terms, I believe the risk is too great that

EA11003EN-00987[2]

careless handling could damage the pumps. In this case I am against such a move.

I mention the different recommendations because the general conditions would be different.

With best regards

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Robert Bosch GmbH

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Volkmär Denner, Uwe Raschke, Peter Tyroller

From: Non-responsive content removed

Sent: Thursday, July 10, 2008, 6:03 PM

Non-responsive content removed

Subject:ANS: W19 BIN5 pump failure

Hi all,

I know someone will say I'm always harping on about the same thing, but nevertheless:

The damage to the piston rod could be explained by excessive rail pressure due to the malfunction of the ECU (volume too high and excessive cylinder pressure).

I'm curious to see what might come from this.

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AUDIAG

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From: Non-responsive content removed

Sent: Thursday, July 10, 2008, 5:27 PM

Non-responsive content removed

Subject: ANS: W19 BIN5 pump failure

Hello Non-responsive content removed

As you can see, our 6 listed Q verifier PPSs almost all have the same date, which is logical because the batch was installed on the same day.

However, we in the Q team do not wish to "sacrifice" our pumps.

We proposed opening and checking 1 or 2 pumps, then closing them up again.

However, we have now getting mixed messages from Bosch:

- a) Non-responsive content removed is in favor, having discussed the matter with Non-responsive content removed
- b) Non-responsive content removed is against it having discussed the matter with the specialist in Stuttgart (whoever that may be?) because of 5° torsion allowance and and increased engine speed for alignment after assembly.

What next from Bosch?

I would be prepared to forget or approximate the 5° allowance when installing the CH (as with thousands of pumps in series) Because of cleanliness, etc. this conversion has to be carried out by an absolute specialist in the USA.

With regard to **engine damage EU6** (piston rod?) with the same pump (same DM ???), I know that the engine was sent to Non-responsive content removed in NSU.

I have not found the engine yet.

Are you familiar with the engine, Non-responsive content removed

Best regards,

Hi all,

Because it is not possible to photograph the entire ID plate with the HPP installed, we read out the data from the ID plate:

716 9 8017 (62.300 KM) Pump in breakdown

0 445 010 613 011
CR / CP4S2 / R75 / 40
059 130 755 AG
01 07 1130
BPT 0633
716 9 8019 (35.170 KM)

0 445 010 613 011
CR / CP4S2 / R75 / 40
059 130 755 AG
01 07 1130
BPT 0632
716 9 8020 (49.600 KM)

0 445 010 613 011
CR / CP4S2 / R75 / 40

EA11003EN-00987[4]

059 130 755 AG
01 07 1130
BPT 0634
716 9 8021 (31.500 KM)

0 445 010 613 011
CR / CP4S2 / R75 / 40
059 130 755 AG
01 07 1130
BPT 0632
716 9 8023 (5.320 KM)

0 445 010 613 011
CR / CP4S2 / R75 / 40
059 130 755 AG
01 08 0122
BPT 0901
716 9 8026 (46.605 KM)

0 445 010 613 011
CR / CP4S2 / R75 / 40
059 130 755 AG
01 07 1130
BPT 0625

From: Non-responsive content removed
Sent: Thursday, July 10, 2008, 4:46 PM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: W19 BIN pump failure

Dear Non-responsive content removed

I understood from the Audi technical meeting that you have another pump with the same date of manufacture, 11/30/2007, as the USA BIN5 failed pumps. The engine/vehicle had some other unusual features that had nothing to do with the pump.

Could you please arrange for the pump to be sent to me?

Thank you.

With best wishes

Non-responsive content removed

Robert Bosch GmbH
Non-responsive content removed

Non-responsive content removed

EA11003EN-00987[5]

Chairman of the Supervisory Board: Hermann Scholl; 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

Sent: Thursday, July 10, 2008, 1:00 PM

Non-responsive content removed

Subject: FWD: Drivetrain damage CP 4

1. Failure despite straightedge check!!

and failure list dated 7/10/08, 12:30 PM

<<Triebwerkschäden CP4 alle KW28_08.xls>>

With best wishes

Non-responsive content removed

From: Non-responsive content removed

Sent: Wednesday, July 09, 2008, 10:23 AM

To: Non-responsive content removed

Cc: Non-responsive content removed

Subject: Drivetrain damage CP 4

Non-responsive content removed

Dear Non-responsive content removed

Here is the data for one pump. Part will be requested.

<<DSC02711.JPG>>

<<Anfrage.mht>> <<DSC02708.JPG>>

With best wishes

Non-responsive content removed

From: Non-responsive content removed

To:

CC:

Date: 7/16/2008, 4:23:55 PM

Subject: RE: CP4 BIN5 3rd and 4th failure in USA

Attachments: [AW_Q7 BIN 5 nach Stadtfahrt ohne Leistung.msg](#)
[AW_Q7 BIN 5 nach Stadtfahrt ohne Leistung \(1\).msg](#)
[WG Leistungsverlust AU716 98017 mit Späne in der HDP .msg](#)

Hello Non-responsive content removed

Attached please find the EM and photos.
All I can see in the photo is black stuff. Not necessarily particles.

I also attach photos of the filter. Filter is on the way to NSU for analysis.

With best wishes

Non-responsive content removed

AUDI AG

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Sitz/Domicile: Ingolstadt
Registergericht/Court of Registry: Local District Court Ingolstadt
Commercial Register No./HRB Nr.: 1
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From: Non-responsive content removed

Sent: Wednesday, July 16, 2008, 5:07 PM

Non-responsive content removed

Subject: FWD: CP4 BIN5 3rd and 4th failure in USA

Importance: High

Dear Non-responsive content removed

Could you please check whether the pump list below (DM& series number) corresponds to your 3rd failed pump?

Were there any indicators or photos (e.g. of particles in the MU) to lead one to suspect drivetrain damage?

Thank you.

With best regards

Non-responsive content removed

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, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Volkmar Denner, Uwe Raschke, Peter Tyroller

From: Non-responsive content removed

Sent: Wednesday, July 16, 2008, 4:48 PM

To: Non-responsive content removed

Cc:

Subject: FWD: CP4 BIN5 3rd and 4th failure in USA

Importance: High

Dear Mr. Non-responsive content removed,

Are there photos of the MU of the third failed pump that would indicate drivetrain damage?

A photo (data) of the type plate would be helpful.

The pump DM should be 080605 and serial number 0388.

With 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; Management: Franz Fehrenbach, Siegfried Dais;
Bernd Bohr, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Denner, Uwe Raschke, Peter Tyroller

From: Non-responsive content removed

Sent: Friday, July 04, 2008, 11:05 AM

Non-responsive content removed

Subject: CP4 BIN5 3rd and 4th failure in USA

Importance: High

Hi all,

Unfortunately there has been a 3rd failure in the Q7 verification run, i.e. the pump installed after the 2nd failure is again faulty.

There is also a VW Touareg with approx. 2,500 km or miles.

Analyses:

Failure 1 Nothing usual about the fuel; final analysis report on pump from BOSCH open

Failure 2 fuel sample in the laboratory Non-responsive content removed - 1 part of the fuel should be sent to BOSCH !; analysis report from Bosch open (drivetrain damage confirmed)

Failure 3 should be delivered with fuel sample ! (complete system has been previously removed; please supply both systems)

Failure 4 VW Touareg ???

Proposed further procedure:

Clarification of 2nd repair to station / how long has this been requested via ECP? / after which start time did the engine start?

Were the CS instructions observed ?

Proposals from BOSCH !!!

Proposals from Audi Development

Is it possible to allow OK pumps or pumps to be diagnosed and to continue to run after assembly?

Why is it that pumps do not fail? Because of a different fuel?

Were/are the diesel filter intervals observed at / ?

Please provide a profile of the station for every car.

How were/are the cars shipped/ flown (tank filling; oblique positioning; etc.)? (there are also increased failures in the field in overseas countries like Non-responsive content removed)

I would ask all those who can contribute to the clarification of the damage to attend the open-ended meeting on "Drivetrain Damage" to be held in Stuttgart-Feuerbach on 7/15/08 starting at 1.00 PM!!! For this I need all of the information above.

With best wishes

Non-responsive content removed

AUDI AG

Non-responsive content removed

EA11003EN-00998[0]

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

CC:**Date:** 7/4/2008, 12:56:00 AM**Subject:** [ANS: Q7 BIN 5 Not working after urban driving](#)

Attachments: [Abgasrohr undicht.pt](#)
[HDP Späne.pt](#)

Dear [REDACTED]

Vehicle AU716 98017 was leaky on the EGR system, seal for the intake line. See photos; OK again now, but the DPF still cannot be regenerated.

We have tried to free up the car by driving it, but cannot get beyond 30 km/h. This may be because the HPP is faulty.

We installed this on 06/23/08 at 62,288 km; the vehicle has now reached a mileage of 69,100 km. Naturally we also took pictures of the HPP.

Important information: the ...8017 was not in continuous urban use

Best wishes H1

>-----
 >From: Non-responsive content removed
 >Sent: Thursday, July 03, 2008, 5:30:42 PM
 >To: Non-responsive content removed
 >Cc: [REDACTED]
 >
 >Subject: ANS: Q7 BIN 5 Not working after urban driving
 >This message was automatically forwarded by a rule.

>
 >Non-responsive content removed

>Please take a look; it seems as if the intake line is leaky.

>
 >
 >P0172 Bank1,too much lubricant in fuel metering system
 >1010 0000 conditions met
 > sporadic
 > Warning light on

>
 >
 >
 >
 > < File: AU716 98017_03.07.08_08.11.txt >>

>
 >With best wishes

EA11003EN-00998[1]

Non-responsive content removed

>
>AUDI AG

Non-responsive content removed

>Sitz/Domicile: Ingolstadt
>Registergericht/Court of Registry: Local District Court Ingolstadt
>Commercial Register No./HRB Nr.: 1
>Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Martin Winterkorn >Vorstand/
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>
>

>From: Non-responsive content removed

>Sent: Thursday, July 03, 2008, 3:07 PM

Non-responsive content removed

>Subject: ANS: Q7 BIN 5 Not working after urban driving

>

>This can only be confirmed after today's night shift.

>

>Two vehicles have been brought in today with loss of power after night shift.

>

>AU716 98017 diesel particle filter cannot be emergency regenerated, constantly breaks off.

>See screenshot. Is it possible to reset something here?

> < File: Screenshot Notregenartion.txt >>

>Here is another error memory readout (DPF soot deposits too heavy and system pressure too low!)

> < File: AU716 98017_03.07.08_08.11.txt >>

>

>AU716 98023

>

>It was possible to regenerate this vehicle on an emergency basis. Attached please also find the
record of measured value blocks 150 and 151 before and after

>regeneration. (additional information, this car has only been used for urban driving since Friday WK
26/08 and was already the subject of >

>performance complaints on 06/28/08.

>

> < File: AU716 98023 MWB Aufzeichnung.csv >> < File: AU716 98023 MWB Aufzeichnung nach
Regeneration.csv >>

EA11003EN-00998[2]

>Best regards Station USA

>

>-----

Non-responsive content removed

>Sent: Thursday, July 03, 2008, 12:16:45 PM

Non-responsive content removed

>Subject: ANS: Q7 BIN 5 Not working after urban driving

>This message was automatically forwarded by a rule.

>

>Looks as if the cars are not suitable for urban use.

>

>With best wishes

>

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>

>

>

>From Non-responsive content removed

>Sent: Wednesday, July 02, 2008, 2:59 PM

Non-responsive content removed

>Subject: ANS: Q7 BIN 5 Not working after urban driving

>

>This is a happy coincidence:

>we happen to have had the same problem with the AU716 98019.

>After urban use the car has failed for the third time due to the clogged pressure pump filter.

>

>Driver details:

>- Mil on at 43,759km

>- DPF light on at 43,853 km off at 43,862 km

EA11003EN-00998[3]

>came on again at 44,102 km
>Filament came on at 43,862km
>The drive also complained of loss of performance on the vehicle
>
>We have performed an emergency regeneration.
>Error memory readout attached
>plus record of measured value blocks 150, 151 (measured value block recorded after regeneration)
>
>
> < File: AU716 98019 Aufzeichnung MWB.csv >> < File: AU716 98019 DPF_02.07.08_05.57.txt >>
>
>Best wishes [REDACTED]
>

>
>
>-----
>From: [REDACTED]
>Sent: Wednesday, July 02, 2008, 8:20:01 AM
>To: [REDACTED]
>Subject: FWD: Q7 BIN 5 Not working after urban driving
>Importance: High
>This message was automatically forwarded by a rule.

>
>Dear All,
>
>Can you please also measure the measured value block 150 and 151 for 150 seconds.
>
>Please also check the charge air line.
>Thank you
>
>
>With best wishes

[REDACTED]

>AUDI AG

[REDACTED]

>
>Sitz/Domicile: Ingolstadt
>Registergericht/Court of Registry: Local District Court Ingolstadt
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>

>

>

>From Non-responsive content removed

>Sent: Wednesday, July 02, 2008, 1:47 AM

>To Non-responsive content removed

Non-responsive content removed

>Subject: ANS: Q7 BIN 5 Not working after urban driving

>Importance: High

>

>Dear Non-responsive content removed

>

>The loading values for BIN-5 in urban endurance run in NSU look good.

>

>Please perform the following steps:

>

>- Implement emergency regeneration

>- Check air line for leaks

>- Measure FMO values at IS

> (Measured value block 150 and 151 cyclically indicate speed, volume and FMO value

> -> All three associated values are required)

>

>Here in the USA during test driving we have found several faulty silicone hoses (old version)> >and so far two loose hose clamps after changing over to new hoses. At first glance

>there is nothing unusual about the air lines Slight damage is not recognized by the diagnosis because the >deviations in the air mass and loading pressure are too low.

>Naturally this can have an impact on soot emissions and filter loading.

>

>

>With best wishes

>

Non-responsive content removed

>AUDI AG

Non-responsive content removed

>Sitz/Domicile: Ingolstadt

>Registergericht/Court of Registry: Local District Court Ingolstadt

>Commercial Register No./HRB Nr.: 1

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EA11003EN-00998[5]

>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: Monday, June 30, 2008, 4:35 PM

Non-responsive content removed

>Subject: FWD: Q7 BIN 5 Not working after urban driving

>Importance: High

>

>Dear All,

>

>Attached please find details of a car with performance problems due to a particle filter problem.

>

>Is everything working in urban endurance run?

>

>With best wishes

>

Non-responsive content removed

>AUDI AG

Non-responsive content removed

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>

>

>

EA11003EN-00998[6]

>From Non-responsive content removed

>Sent: Monday, June 30, 2008, 11:34 AM

Non-responsive content removed

>Subject: Q7 BIN 5 Not working after urban driving

>Importance: High

>

>Hello all,

>

>We have encountered our first problem with one of our Q7 BIN 5 cars in the USA in urban use.

>

>After two shifts of time time use the car suddenly stopped because of overloaded pressurized fuel pump. >

>V-max 50 mls possible but no more.

>

> < File: AU716 98023_28.06.08_06.01.txt >>

>

>How do we proceed with the car? Drive it free?

>

>

>

>With best wishes

>

Non-responsive content removed

>AUDI AG

Non-responsive content removed

>Sitz/Domicile: Ingolstadt

>Registergericht/Court of Registry: Local District Court Ingolstadt

>Commercial Register No./HRB Nr.: 1>

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Frank Dreves, Peter Schwarzenbauer, Axel Strotbek, Werner Widuckel

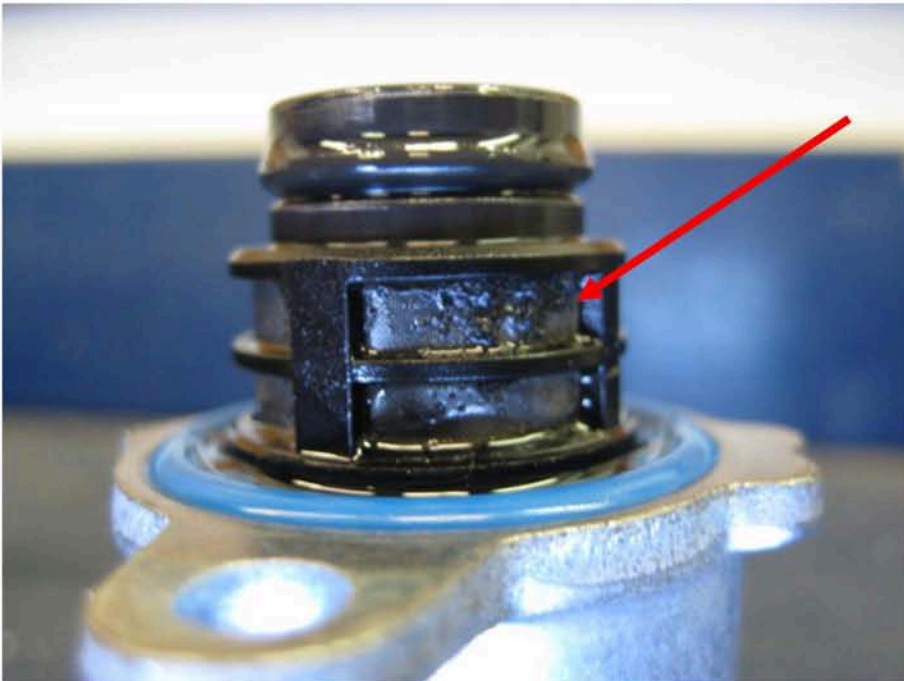
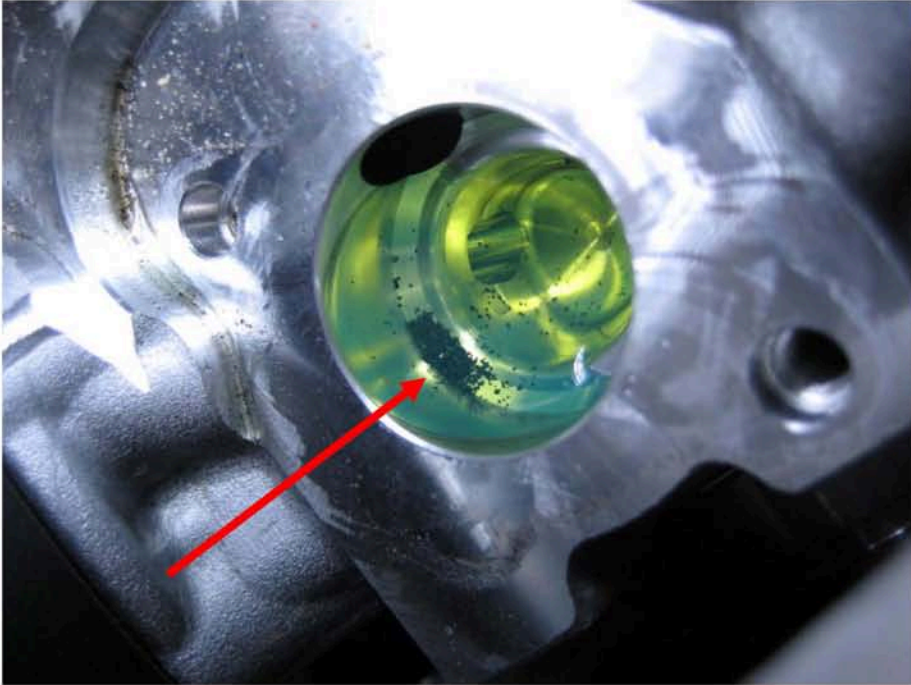
>

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>

AU716 98017 does not have any output,
HPP is full of shavings



EA11003EN-01001[0]

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

CC:

Date: 7/4/2008, 12:56:00 AM

Subject: ANS: Q7 BIN 5 Not working after urban driving

Attachments: [Abgasrohr undicht.pt](#)
[HDP Späne.pt](#)

Dear [Redacted]

Vehicle AU716 98017 was leaky on the EGR system, seal for the intake line. See photos; OK again now, but the DPF still cannot be regenerated.

We have tried to free up the car by driving it, but cannot get beyond 30 km/h. This may be because the HPP is faulty.

We installed this on 06/23/08 at 62,288 km; the vehicle has now reached a mileage of 69,100 km. Naturally we also took pictures of the HPP.

Important information: the ...8017 was not in continuous urban use

Best wishes [Redacted]

>-----

>From [Redacted]

>Sent: Thursday, July 03, 2008, 5:30:42 PM

[Redacted]

>Subject: ANS: Q7 BIN 5 Not working after urban driving

>This message was automatically forwarded by a rule.

>
>[Redacted]

>Please take a look; it seems as if the intake line is leaky.

>
>
>P0172 Bank1,too much lubricant in fuel metering system

>1010 0000 conditions met
> sporadic
> Warning light on

>
>
>
>
> < File: AU716 98017_03.07.08_08.11.txt >>

>
>With best wishes

EA11003EN-01001[1]

>
>Non-responsive content removed

>
>>AUDI AG

>Non-responsive content removed

>
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>Registergericht/Court of Registry: Local District Court Ingolstadt
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>AU716 98017 diesel particle filter cannot be emergency regenerated, constantly breaks off.

>See screenshot. Is it possible to reset something here?

> < File: Screenshot Notregenartion.txt >>

>Here is another error memory readout (DPF soot deposits too heavy and system pressure too low!)

> < File: AU716 98017_03.07.08_08.11.txt >>

>
>AU716 98023

>
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>
> < File: AU716 98023 MWB Aufzeichnung.csv >> < File: AU716 98023 MWB Aufzeichnung nach
Regeneration.csv >>

EA11003EN-01001[2]

>Best regards Station USA

>

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>From: Non-responsive content removed

>Sent: Thursday, July 03, 2008, 12:16:45 PM

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>Looks as if the cars are not suitable for urban use.

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>With best wishes

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>

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>Registergericht/Court of Registry: Local District Court Ingolstadt

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>- DPF light on at 43,853 km off at 43,862 km

EA11003EN-01001[3]

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>
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>Sent: Wednesday, July 02, 2008, 8:20:01 AM
>[REDACTED] Non-responsive content removed
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>Importance: High
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>
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>Thank you
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>With best wishes

[REDACTED] Non-responsive content removed

>
>AUDI AG

[REDACTED] Non-responsive content removed

>
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>

>

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>Sent: Wednesday, July 02, 2008, 1:47 AM

Non-responsive content removed

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>Importance: High

>

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EA11003EN-01001[5]

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

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>

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EA11003EN-01001[6]

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>Importance: High

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Non-responsive content removed

>Sitz/Domicile: Ingolstadt

>Registergericht/Court of Registry: Local District Court Ingolstadt

>Commercial Register No./HRB Nr.: 1>

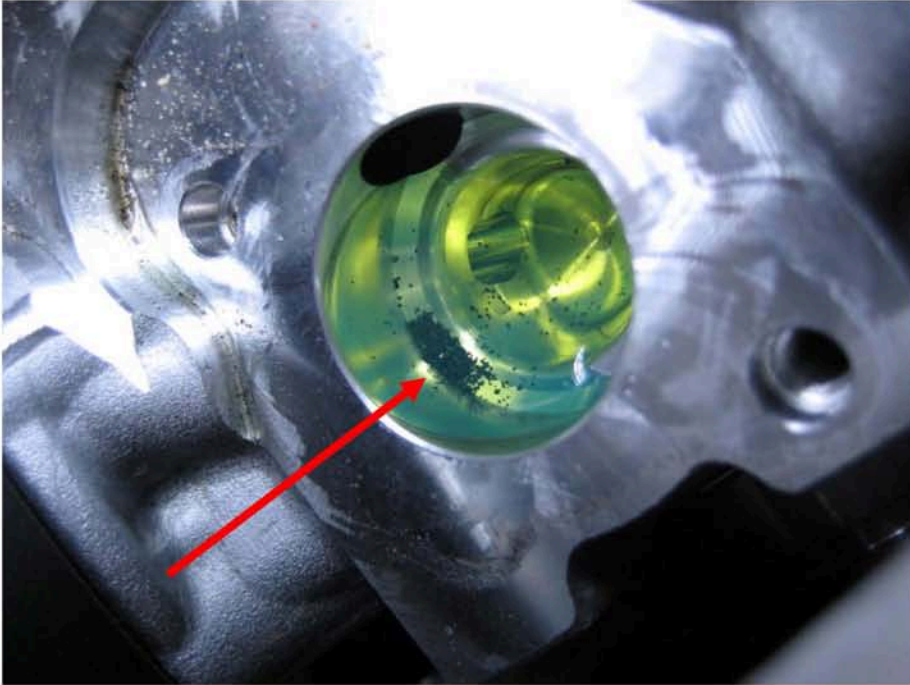
>Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Martin Winterkorn >Vorstand/
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Frank Dreves, Peter Schwarzenbauer, Axel Strotbek, Werner Widuckel

>

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legally binding upon AUDI AG.

>

AU716 98017 does not have any output,
HPP is full of shavings



EA11003EN-01011[0]

From: Non-responsive content removed
To:

CC:

Date: 7/18/2008, 8:32:00 AM

Subject: RE: CP4 BIN5 3rd and 4th failure in USA

Attachments: WG_Leistungsverlust AU716 98017 mit Späne in der HDP .msg

Hi all,

Filter, fuel samples and 3rd Failure pump + total system (rails, CRI, lines) have been sent to Bosch and will be analyzed there by the middle of next week. Important: the 3rd failure does not involve drivetrain damage. (dark gray background in my list)
My suspicion: The "dirt" from the 1st failure on this vehicle has clogged the filter; this could result in the rail pressure deviations identified.

>With best wishes

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AUDI AG

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>
>From: Non-responsive content removed

>Sent: Thursday, July 17, 2008, 8:01 PM

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>Subject: FWD: CP4 BIN5 3rd and 4th failure in USA

>
>Dear All,

>
>Are you aware of this?

>Is this a consequence of the drivetrain damage (aluminum particles in the filter) or the cause?

>Please clarify.

>
>With best wishes

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>AUDI AG

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>
>From: Non-responsive content removed

>Sent: Monday, July 07, 2008, 2:54 PM

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>Subject: ANS: CP4 BIN5 3rd and 4th failure in USA

>
>Here are some very interesting photos of our last failure.

>
> < Message: Loss of power AU716 98017 wit particles in the HPP >>

>
>With best wishes

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>AUDI AG

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EA11003E

From: Non-responsive content removed

To:

Sent: July 07, 2008, 1:37:37 PM

Subject: Loss of power AU716 98017 wit particles in the HPP

Hi all,

We have taken a few photos for you of the fuel filter, the diesel samples and the filter housing. We don't really know what to say because of the discoloration of the sample directly from the filter (dark sample in the middle)

The samples from the tank and a filtered sample look OK.

The particles or whatever they are, are not metallic (magnet test) and seem to indicate impurities. Something is dissolving here.

The impurities can also be clearly seen on the bottom inside the filter casing.

The filter has the same mileage as the HPP.

We are sending you the complete filter housing with filters, diesel samples (if these are to be sent to IN) and HPP, lines, etc.

Key question: where should we analyze the diesel fuel? USA or IN?

Best wishes