

From: Non-responsive content removed

To:

CC:

Date: 2/22/2008 5:00:15 PM

Subject: Set of slides "Chip on the screw plug (Tiguan)"

Attachments: [Span an Verschlusschraube 22022008.pdf](#)

Dear Sirs,

Attached is the requested updated set of slides.

<>

Best regards / Mit freundlichen Grüßen

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, Wolfgang Chur, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;

Volkmar Denner, Peter Tyroller

From: Non-responsive content removed
To:
CC:

Date: 4/16/2008 4:29:54 PM

Subject: CP4 Elimination of click-clack testing

Attachments: [Entfall Klick-Klack-Prüfung CP4_UPDATE.pdf](#)

Dear Non-responsive content removed

Please find attached the overview slide on the topic of the elimination of click-clack testing as discussed with Non-responsive content removed
Please send your written agreement by 4/18/2008.

<<Entfall Klick-Klack-Prüfung CP4_UPDATE.pdf>>

Note:

This is a special test that is not subject to change management. This means that this topic can be clarified in this way.

Best regards / Mit freundlichen Grüßen

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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: 5/26/2008 12:13:26 PM
Subject: [Redacted] Re: HPP CR cam wear from 5/26/2008
Attachments: [20080422 Status C-Beschichtung CP4-Laufrolle korr\[Redacted\].pdf](#)
[FeP CP4 EVL Triebwerk 20080430.pdf](#)

Dear gentlemen at Bosch,
Who distributed the slides at Audi?
The measures dates e.g. on slide 5 are not correct (please show on a flow chart and distribute).
Planned changes will be agreed in meeting to discuss changes.
Please update the slides and inform Audi / VW development and quality assurance.

Best regards,

Non-responsive content removed

Volkswagen AG

Non-responsive content removed

>
>From: Non-responsive content removed
>Sent: Monday, May 26, 2008 12:01 PM
>To: Non-responsive content removed
>Cc: [Redacted]
>Subject: HPP CR cam wear

>
>Hello [Redacted],

>
>What do you know about this topic?

EA11003EN-01286[1]

>Audi presented this in the AGM EA189.

>

>

>

>What are the target-oriented measures here and when were these introduced?

>

>

>

>Best regards,

>

Non-responsive content removed

>

>

> Volkswagen AG Salzgitter

>Non-responsive content removed

>

>

>

>

>

>

>

>VOLKSWAGEN AG

>Sitz/Domicile: Wolfsburg

>Registergericht/Court of Registry: Amtsgericht Braunschweig/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: Non-responsive content removed
To:

CC:

Date: 9/15/2008 3:33:40 PM

Subject: ANS: Drivetrain OPL 9/15/2008

Attachments: [EHC_0394](#) [Audi CP4 Fertigungsmassnahmen gegen Triebwerksschäden, 2008-09-15.pdf](#)

Hello,

Please find attached the next scheduled production measures.

<<EHC_0394. Audi CP4 Fertigungsmassnahmen gegen Triebwerksschäden, 2008-09-15.pdf>>

Best regards / Mit freundlichen Grüßen

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: Monday, September 15, 2008 4:08 PM

Non-responsive content removed

EA11003EN-01293[1]

Subject: Drivetrain OPL 9/15/2008

Hello,

Attached is the drivetrain

OPL.

< File: EHC2-OPL-Triebwerk-15-09-2008.pdf >> Best

regards / Mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

Domicile: Stuttgart

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

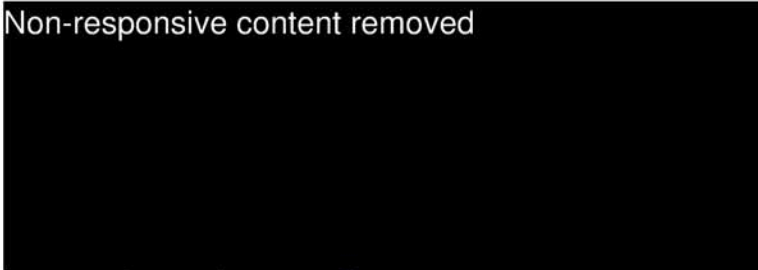
Chairman of the Supervisory Board: Hermann Scholl;

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
To:
CC:



Date: 6/30/2009 12:31:00 PM
Subject: ANS: HPP measures/ USE
Attachments: [Statusbericht CP4 - Juni 2009.msg](#)

Hello [redacted]

I don't think you're reading my mails any more!
Please look at the failure curves specifically, then you'll see that we only have a problem in certain markets!
In [redacted] the former problem market number 1, no longer at all.
Depending on how poor the fuel currently on the market is.
Although I admit that I'd prefer to have a more robust pump; I'm working on that together with [redacted]

Summary: New observations from July 2009 for vehicle (June at Bosch; last product measure at Bosch Wk21 in May - C2 layer on roller).

>With best wishes

>
[redacted]

>
>From: Non-responsive content removed
>Sent: Tuesday, June 30, 2009 11:15 AM



>Subject: HPP measures/USE

>
>Hello [redacted]

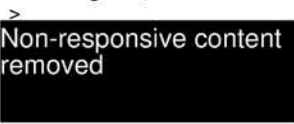
>Do you have a detailed list of the last optimization measures implemented for the CP4.2 high-pressure fuel pump?

>
>We would like to close our KPM item 4914966 at some point. Please forward the use to Győr so they can determine the chassis number.

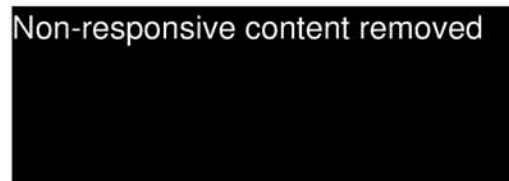
>
>We will then continue monitoring the measure changes in the field.

>
>
>Thanks very much.

>
>Best regards,



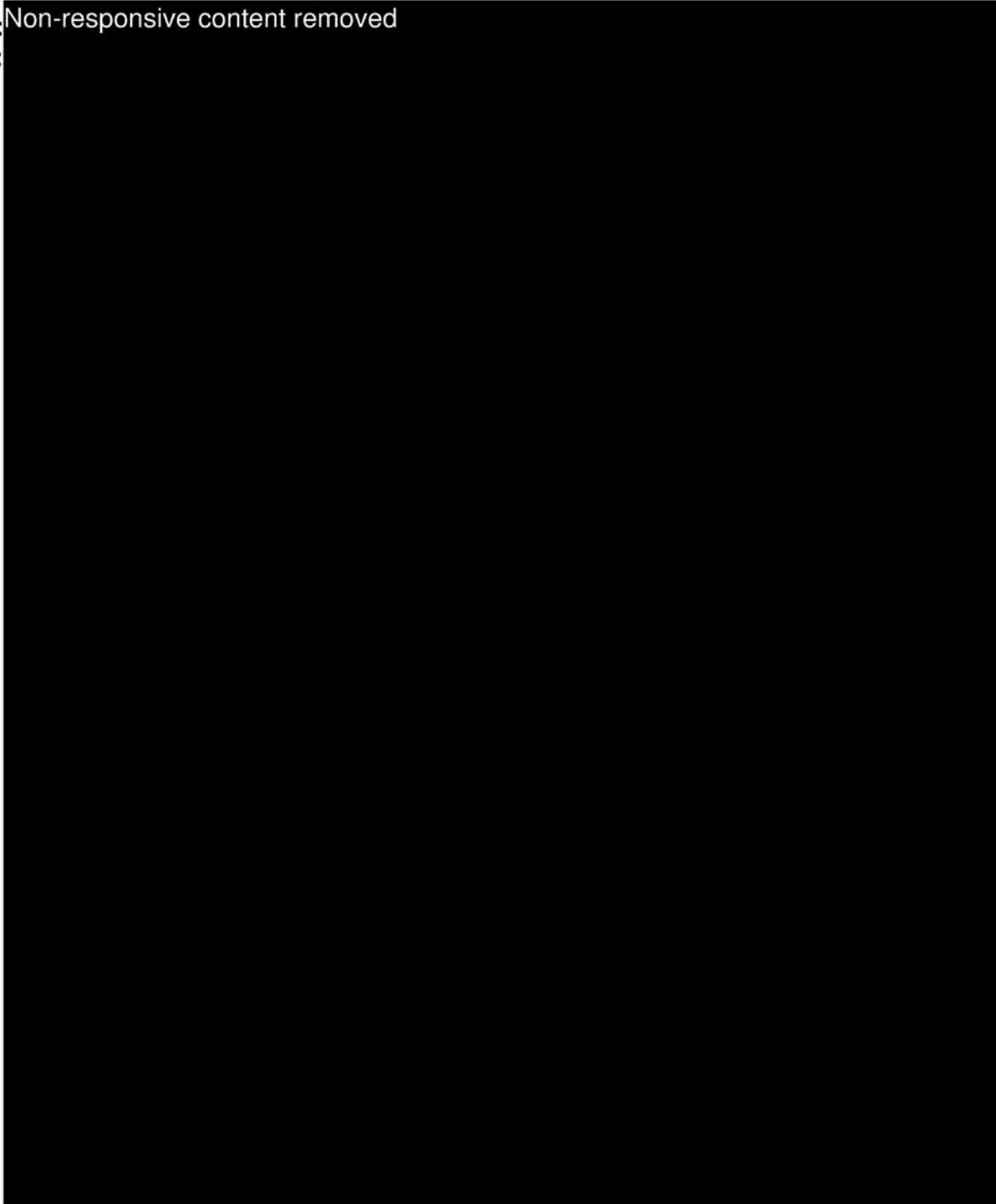
>AUDI AG



>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:

Date: 6/19/2009 11:31:00 AM

Subject: CP4 status report - June 2009

Attachments: [Status CP4 Juni 2009.ppt](#)

Gentlemen,

Since the further remediation measures that were announced are being implemented at Bosch, I have attached an updated status report (changes are highlighted).

There will not be any further measures in the production process in the near future; everything has been implemented as was planned.

The improvement measures will now have to be approached again from a design and conceptual standpoint.

The approaches have been discussed and will be detailed further in the near future; we expect ongoing support during implementation during the Bosch / Audi board meeting in September. I have also attached additional field failure graphics with comments/ratings that show the entirely different failure situations, which in turn are dependent on the fuels used in the markets. If I have forgotten anyone, please forward the report. Please do not forward the report to Bosch.

Please contact me if you have any questions.

>With best wishes

>

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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/
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From: Non-responsive content removed
To:
CC:

Date: 10/10/2008 2:19:59 PM

Subject: ANS: Reminder !!!!!!!!! Urgent !!!!!!!!!

Attachments: [Rückmeldung_20081002153252388.pdf](#)
[EHC_0443](#) Non-responsive content removed [Audi CP4 Fertigungsaktivitäten zur Reduktion von Triebwerksschäden 08-10-2008.ppt](#)
[EHC_0444](#) Non-responsive content removed [Audi CP4 Entwicklungsaktivitäten zur Reduktion von Triebwerksschäden 08-10-2008.ppt](#)
[EHC_0407](#) Non-responsive content removed [Audi, CP4 Provokationsversuch mit n.i.O. Laufrollen, 24-09-2008.ppt](#)
[EHC_0432](#) Non-responsive content removed [Audi CP4 Dauerläufe zu Triebwerksschaden.ppt](#)

Hello Non-responsive content removed

I have attached the PDF file with comments & the current slides.

The Non-responsive content removed List will follow soon!

Best regards / mit freundlichen Grüßen

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

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

From: Non-responsive content removed
Sent: Friday, October 10, 2008 8:56 AM

To: Non-responsive content removed
Cc: Non-responsive content removed

EA11003EN-01571[1]

Subject: Reminder !!!!!!!! Urgent

!!!!!!!

With best wishes

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

From: Non-responsive content removed

Sent: Monday, October 06, 2008 1:07 PM

To: Non-responsive content removed

Cc:

Subject: Re: Your Scan

Hello Non-responsive content removed

Please find attached the minutes / agenda for the VW Q campaign.

Please supplement the text with deadlines and results legibly by hand and then scan it again.

I will then forward it as is to VW (before October 13, that is, Thursday/Friday this week)

Thank you!

With best wishes

Non-responsive content removed

From: Non-responsive content removed

To:

CC:

Date: 5/26/2010 4:00:35 PM

Subject: RE: Particle analyses, fuel filter

Hello

Neither: we want to have the fluid in a specific viscosity range.

When viscosity is too low, the lubricating film is not established properly and mixed friction and surface contact occurs = bad.

When viscosity is too high, it worsens the intake of the fluid into the contact bearing gap (the edge layer thickness is

proportional to the root of the kinematic viscosity) and this once again results in insufficient establishment of the lubricating film = bad again.

So I don't need to take back anything ... :-)))

Best regards / mit freundlichen Grüßen

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Robert Bosch GmbH

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From: Non-responsive content removed

Sent: Wednesday, May 26, 2010 4:51 PM

To: Non-responsive content removed

Cc:

Subject: ANS: Particle analyses, fuel filter

... but I thought we didn't want any "thin" media like kerosene or winter diesel in the summer, but instead thick media?

Or is thick now bad for the pump, too?

Or do you want to take back your argument?

Best regards

Non-responsive content removed

Non-responsive content removed

Cc

Subject:RE: Particle analyses, fuel filter

Hello

As far as I know, glycerin has a higher viscosity than diesel.

Best regards / mit freundlichen Grüßen

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Robert Bosch GmbH

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Registered Office: Stuttgart, Registration Court: Local District Court Stuttgart, Commercial Register No. 14000;

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

From:Nilp, Roland (I/GQ-221) [mailto:Roland.Nilp@AUDI.DE]

Sent:Wednesday, May 26, 2010 3:57 PM

To:Schorr Dietmar (DS-PC/EHP5)

Cc:Dorsch, Wolfgang (N/EA-6); Duerr, Simon, Dr. (N/GQ-553); Ferrari Aggradi, Giovanni

Subject:ANS: Particle analyses, fuel filter

... does glycerin have high or low viscosity?

Best regards

Non-responsive content removed

Non-responsive content removed

Subject:RE: Particle analyses, fuel filter

Hello

Sodium soaps result in deposit formation and glycerin has a high viscosity, which is not conducive to establishing the lubricating film in the roller support. Glycerin is created during biodiesel manufacturing; the fact that it is found in the fuel

is a sign for insufficient cleansing of the biodiesel. That only confirms what we already knew from the analysis results of the fuel samples.

Best regards / mit freundlichen Grüßen

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Robert Bosch GmbH

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Chairman of the Supervisory Board: Hermann Scholl; Managing Directors: 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: Wednesday, May 26, 2010 11:55 AM
To: Non-responsive content removed
Subject: ANS: Particle analyses, fuel filter

... what conclusion do we draw from that?!

Best regards

Non-responsive content removed

Sent: Wednesday, May 26, 2010 11:45 AM
Subject: RE: Particle analyses, fuel filter

Hello Mr. Non-responsive content removed
Please find attached the requested analysis results from the fuel filters.

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

Registered Office: Stuttgart, Registration Court: Local District Court Stuttgart, Commercial Register No. 14000;
Chairman of the Supervisory Board: Hermann Scholl; Managing Directors: Franz Fehrenbach, Siegfried Dais; Bernd Bohr, Rudolf Colm, Volkmar Denner, Gerhard Kümmel, Wolfgang Malchow, Peter Marks, Peter Tyroller; Uwe Raschke

Non-responsive content removed

Sent: Friday, May 21, 2010 2:58 PM

To: [Redacted]
Cc: [Redacted]

Subject: Particle analyses, fuel filter

Dear [Redacted]

Please send me the particle analyses from the fuel filters from vehicles with drivetrain damage, as we discussed.

If you still have filters from such vehicles, please send them to me as well.

With best wishes

[Redacted]

Quality Management V-Diesel

[Redacted]

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

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From:” Date:14/15/2010 10:53:45 AM

Topic:With improvement

Attachments: [Gespräch 16.4.10.ppt](#)

Please bring a printout in color + computer

Best regards / mit freundlichen Grüßen

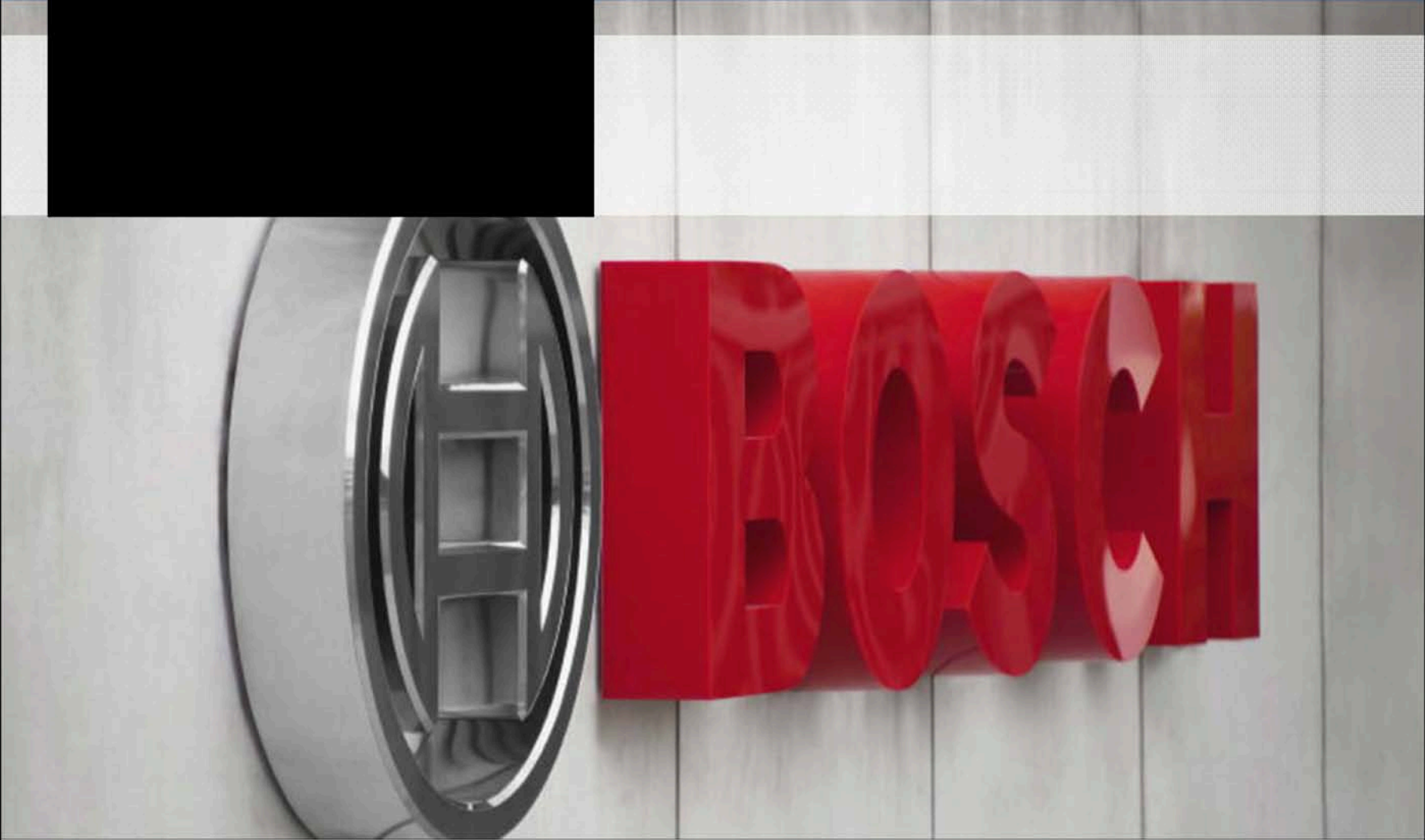
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Robert Bosch GmbH

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

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Diesel Systems

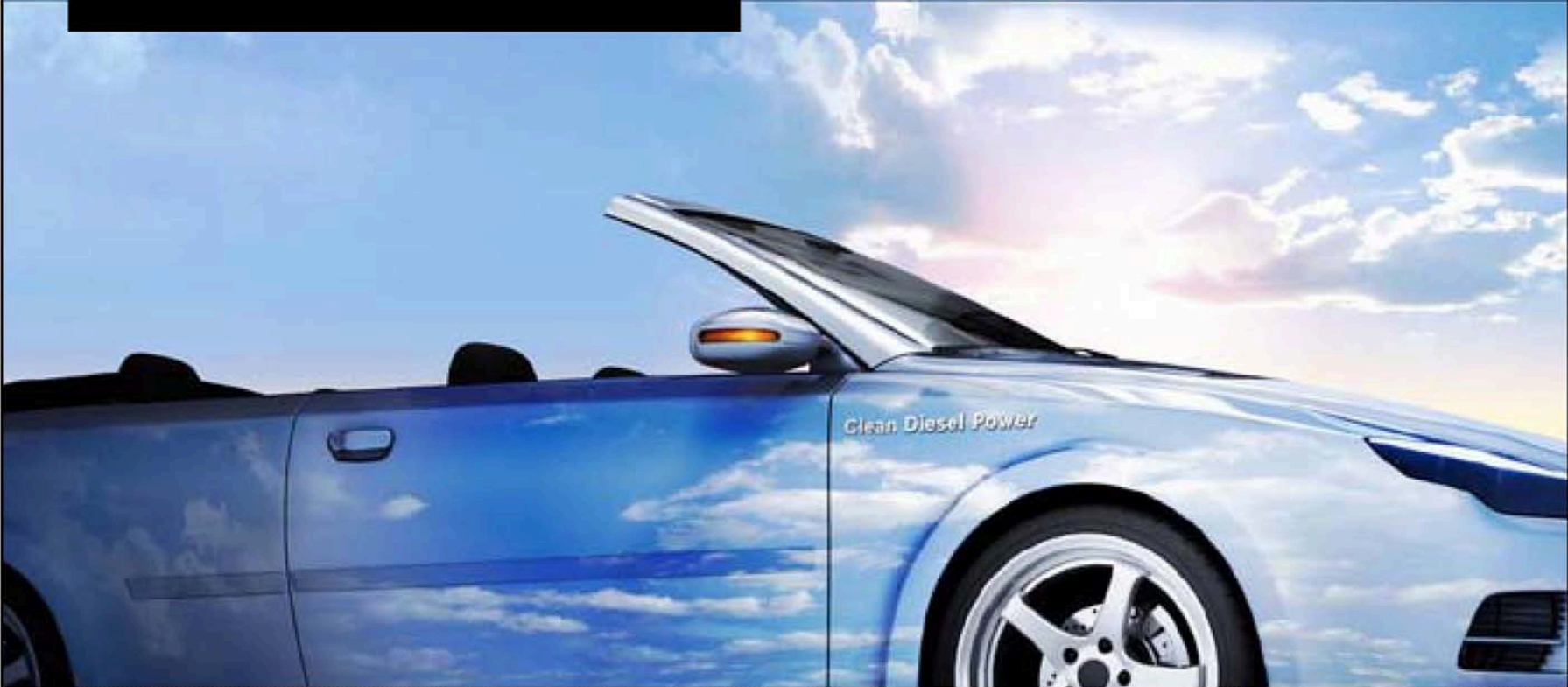
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Thank you.



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From: Non-responsive content removed

To:

CC: **Date:** 7/5/2011 9:12:34 AM

Subject: E-mail to: 1362_EHP4 [REDACTED] 99B. PG CP4.1 für VW R4.pdf

Attachments: [1362_EHP4 \[REDACTED\] 99B. PG CP4.1 für VW R4.pdf](#)

As we discussed.

The message can now be sent with the following file or link as attachment:

[1362_EHP4 \[REDACTED\] 99B. PG CP4.1 für VW R4.pdf](#)

Note: E-mail programs may prevent the transmission or receipt of certain attachment file types due to computer viruses. Check your e-mail security settings to find out how attachments are handled.

From: Non-responsive content removed

To:

CC:

Date: 9/23/2008, 12:20:20 PM

Subject: Re: VW Tiguan R4 2L CR for Auto5000

Attachments: [Fehlbetankung HDP_EKP.pdf](#)
[Fehlbetankung.pdf](#)

Hello

Okay, that's everything.

Best regards

Non-responsive content removed

From: Non-responsive content removed **Sent:** Tuesday, September 23, 2008, 1:17 PM

To: Non-responsive content removed

Cc:

Subject: Re: VW Tiguan R4 2L CR for Auto5000

Hello

The vehicle is no longer in the plant. It formed part of a consignment to the city of on August 18th. Unfortunately, I cannot give you any further information about the whereabouts of the vehicle at this time.

Best regards,

From: Non-responsive content removed

Sent: Tuesday, September 23, 2008, 9:58 AM

To: Non-responsive content removed

Subject: Re: VW Tiguan R4 2L CR for Auto5000

Hi guys,

Please clarify which vehicle this concerns and its current location. If this is not your area of expertise, please forward it to the relevant parties for discussion in a technical meeting.

From: Non-responsive content removed **Sent:** Tuesday, 23 September, 2008 8:49 AM Non-responsive content removed

Non-responsive content removed

Hello and Can you tell me the vehicle's current location?

Best regards

Non-responsive content removed

From: Nilp, Roland (I/GQ-221)
Sent: Monday, September 22, 2008, 5:32 PM
To: Blickwede, Hauke (GQM-2/3); Pflueger, Helmut (GQM-2/3)
Cc: Heikel, Christian, Dr. (EAD/1); Spandau, Christian (HSQ-4/1); Dorsch, Wolfgang (N/EA-6); Brucker, Dieter (N/EA-621)
Subject: ANS: VW Tiguan R4 2L CR for Auto5000
Dear Mr. Blickwede, dear Mr. Pflüger,

Have we found this vehicle (pump) somewhere (at a partner location)?
Or possibly even with a customer? **Preliminary damage!?**

Best regards

Non-responsive content removed

AUDI AG

Non-responsive content removed

From: Non-responsive content removed

Sent: Monday, September 22, 2008, 5:23 PM

Non-responsive content removed

Subject: Re: VW Tiguan R4 2L CR for Auto5000

FYI

Non-responsive content removed

From:

Thursday, September 18, 2008, 4:23 PM

To:

Non-responsive content removed

Cc:

Subject: Re: VW Tiguan R4 2L CR for Auto5000

Hello
Non-responsive content removed

attached please find the relevant vehicle information with proof of incorrect fueling (incl. confirmation from VW). Proposal:

Clarify whether the location (within the VW dealer organization, if this is still possible) of this vehicle whose components were not replaced needs to be ascertained in order to ensure, as far as possible, that the pump underwent a test for preliminary damage.
< Message: Unnamed >> < Message: Re: QUASI-LIMS: A report was released for QUASI-LIMS order 11-Z-08-06209 entitled "DF inspection for Auto 5000" ("Untersuchung DK von Auto 5000"). >>
How can incorrect fueling at vehicle plants be prevented in future?

Brief minutes; Diagnostics support for Auto5000 in the VW Wolfsburg plant on 08/12/2008

Vehicle identification number: 33-3-4405=8
Chassis number: 5NZ9W031830
Model: 5N1243
Engine number: CBA 655 235616

TN For use at local level:

Non-responsive content removed

Complaint:

- The engine only starts after several attempts.
- The engine is not running smoothly.
- The vehicle's engine power is poor.

Preliminary work as a result of the rework performed for Auto5000:

- Relay function tested for the fuel pump (inline EFP)
- VW Chemnitz suspect that the common rail injectors have been damaged.

Error memory entry in the engine ECU:

- P02632 relay for electrical fuel pump 2 J49 interruption, sporadic
(The error memory entry was created during the preliminary work as a result of reworking Auto5000.)
< File: FSP_Motormanagement_VW Tiguan 33_3_4405.pdf >>

Work performed for use at local level:

- Error memory ECU read out; error memory entries: See above
- Fuel pressure measured in the leakage line in front of the PRV; Result: 10.5 bar
- Fuel rail pressure measured when the engine is started or it runs in idle; Result: Fuel pressure OK (Remark: Rail pressure fails to build immediately at start-up.)
- Fuel pressure measured between the inline EFP and the high-pressure fuel pump; Result: 3.5 bar - Fuel connectors at the fuel filter, at the fuel tank, and in the fuel tank are inspected to make sure that none of them is incorrect; Result: OK
- Fuel level evaluated in a swirl pot; Result: OK
- Fuel pressure measured between the intank EFP and the fuel filter; Result: 0.7 bar
- Fuel output measured between the inline EFP and the high-pressure fuel pump; Result: 400ml/10s
- Inline EFP replaced and fuel system vented
- Fuel quality evaluated; Result: Slight smell of gasoline detected

EA-11000EN-01709[2] Fuel system flushed and refilled with 10L of diesel - Fuel system vented

Result:

- Fuel system contaminated with gasoline
(Remark: Fuel sample inspected at VW central laboratory; Initial analysis confirms gasoline contamination)

Note:

- Since the diesel fuel system was contaminated with gasoline and the engine has run several times, there may be some damage to the hydraulic components;

VW Chemnitz was advised to replace the engine hydraulic components.

Mit freundlichen Grüßen / Best regards

Be OIK

Non-responsive content removed

Mit freundlichen Grüßen / Best regards

Non-responsive content removed

Best regards,
OIK

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

Distribution notifications

Location and destination

Location: Non-responsive content removed
Shipping destination: Non-responsive content removed
Interim destination: Non-responsive content removed

Destination port:
Holding area:
Transit:

Notification

Notification status: **LOAUS**
Date and time: **8/18/2008, 5:55 PM**
Origin: **A**
EDI send no.:
Record type: **3**
Processing TS: **8/18/2008, 8:11 PM**
Standard size: **0011**

Transport

Carrier no.:
Branch no.:
Carrier: **B**
Type of transport: **553**
Transportation index:
Transportation no.: **258043675606**
Shipping method ID: **7007**
Sea voyage no.:
Name of ship:
Ship destination:

Order

Client: **VWWOB**
Order date: **8/18/2008**
Service provider type:
Service provider no.:
Bill-to party: **93084**
MRP type: **5N1**
VWT order reference: **VL 11000776602008**
Vehicle type: **N**
Damage:

Close

IFA [PRODP5] V_3_7_2 - 2008-09-18 12:51

File Edit View Extras Active Help

Activ: Individual vehicle WVGZZZ5NZ9W031830

Active (6) Profiles (0) Help
Total (3)

Order views
- Vehicle catalog
- Individual vehicle
- Vehicle routing card (VRC)

Keys

Comm. no.: 487616-308-2008 ID no.: 3334405-20-2008 Bodywork no.: 6326249-20-2008
Veh. no.: WVGZZZ5NZ9W IFA no.: 0432624176008

direct to **Scheduling** Production Distribution

Model: 5N1243 Model year: 2009 Color: Z3 Z3 TW Error code:

Basic data PR no. Sales Status Delivery Invoicing data Damage History Tax block indicator

Purchase order

BID: 308

Market designation: [REDACTED]

Type of customer:

Order type: 0 sales order

Orders received: 3/6/2008, 5:20 PM

Last change: 08/29/2008 9:19 AM (JT524A00)

Last confirmed on: 07/11/2008

Dealer no.:

Date of customer assignment: 03/06/2008

Company vehicle cost center:

Scheduling

Planning week: 14/2008

Scheduling type: 2

Scheduling block:

Approval of special components:

Final assembly facility:

Shipping type:

Supply

Dealer no.:

Market areas supplied:

Distribution location: MK

Delivering importer:

Vehicle documents

COC status

Vehicle registration doc. no.:

Issued on:

Status:

Errors

Data unavailable in external system.

deDE inawasp07 (ifa-server.w... FO50RKS 23.09.08 39.2 12:46

High-pressure fuel pump - assembly overview (CANA, CANB, CANC, CAND, CDYA, CDYB, CDYC)



Caution

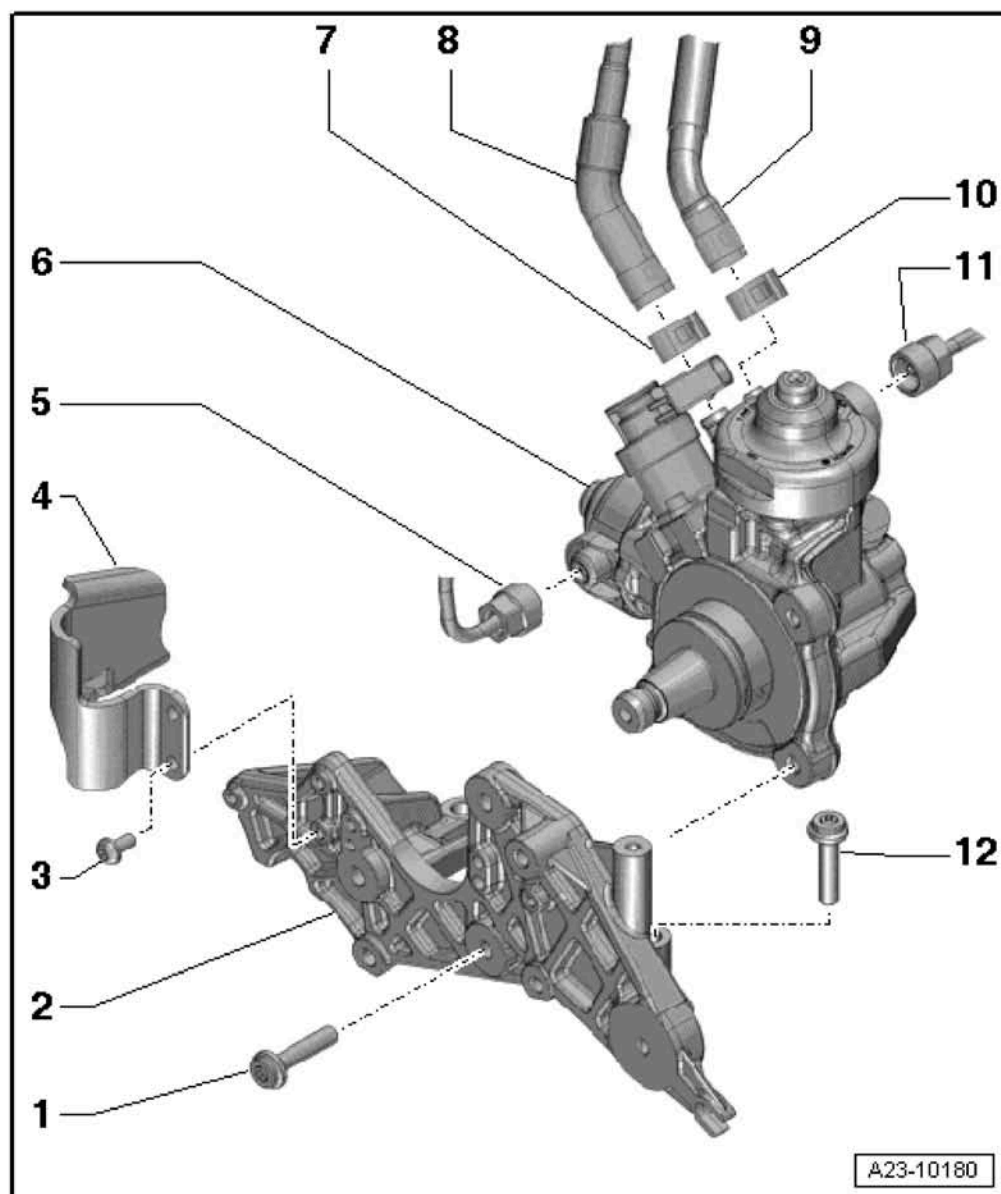
*In order to prevent the **high-pressure fuel pump** from running dry and to ensure that the engine starts quickly after parts are replaced, the following points must be considered:*

*If parts/components of the fuel system are removed/replaced between the tank and **high-pressure fuel pump**, the basic setting "channel 35" must be chosen to vent the fuel system.*

*If the additional fuel pump, fuel line (between the tank and **high-pressure fuel pump**) or fuel filter is removed or replaced, then the basic setting "channel 35" must be chosen »once« before the engine is started for the first time.*

*If the **high-pressure fuel pump** is removed or replaced, then the basic setting "channel 35" must be chosen »three times« before the engine is started for the first time.*

*Perform first fueling after installation of the **high-pressure fuel pump** → Chapter.*



1 - Screw

- M6: 9 Nm
- M8: 23 Nm

2 - Console for high-pressure fuel pump

3 - Screw

- 9 Nm

4 - Protective plate

5 - Union nut for high-pressure line

- 25 Nm

6 - High-pressure fuel pump



Caution

► Please observe the cleanliness rules when working on the fuel injection system → Chapter.

▶ **Before the engine is started for the first time, the *high-pressure fuel pump* must be filled with fuel. The *high-pressure fuel pump* must not be allowed to run dry. For instructions on first fueling → *Chapter*.**

-Removal and installation → *Chapter*

7 - Hose clamp

-Only use hose clamps that correspond to the series → *Parts catalog*

8 - Fuel flow hose

9 - Fuel return hose

-The fuel return line may not be twisted, damaged or clogged

10 - Hose clamp

-Only use hose clamps that correspond to the series → *Parts catalog*

11 - Union nut for high-pressure line

-25 Nm

12 - Screw

-23 Nm

Removing and installing the high-pressure fuel pump



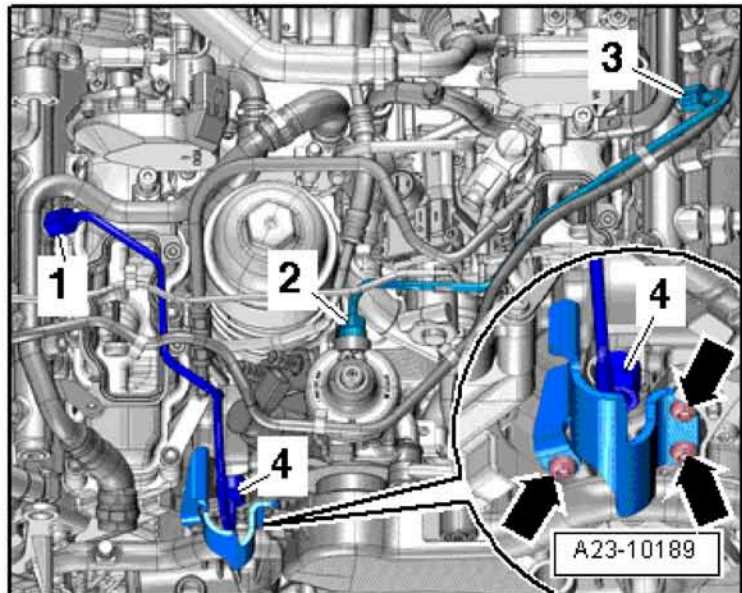
Caution

- ▶ Please observe the cleanliness rules when working on the fuel injection system →Chapter.
- ▶ These cleanliness rules and instructions must be observed before and during all work.
- ▶ Before the engine is started for the first time, the high-pressure fuel pump must be filled with fuel. The high-pressure fuel pump must not be allowed to run dry. For instructions on the first fueling, see →Chapter.

Removal

- Remove the top part of the intake pipe →Chapter.
- Remove the toothed belt for the high-pressure fuel pump →Chapter.
- Undo the screws -indicated by the arrows- and remove the protective plate for the high-pressure line.
- Remove union nuts -1 to 4- and reveal the high-pressure lines.

- Disconnect the electrical plug -3-.
- Remove the fuel flow hose -1- and return hose -2-.
- Undo the screws -indicated by the arrows- and remove the high-pressure fuel pump.



Installation

▶Torque:

High-pressure fuel pump - assembly overview
→Chapter.

Installation takes place in reverse order. Please note the following:



Note

- ▶ Replace the sealing rings and

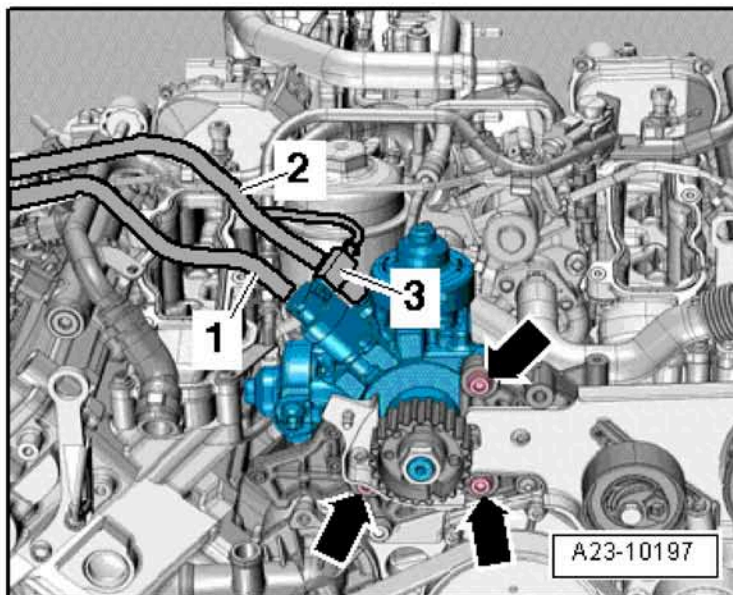
seals.

- ▶ *The fuel return line may not be twisted, damaged or clogged.*
- Install the toothed belt for the high-pressure fuel pump →Chapter.
- Install the high-pressure lines →Chapter
- Install the upper part of the intake pipe →Chapter.



Caution

- ▶ *Before the engine is started for the first time, the high-pressure fuel pump must be filled with fuel. The high-pressure fuel pump must not be allowed to run dry. For instructions on the first fueling →Chapter.*
- ▶ *The high-pressure fuel pump may be destroyed if it is allowed to run dry.*

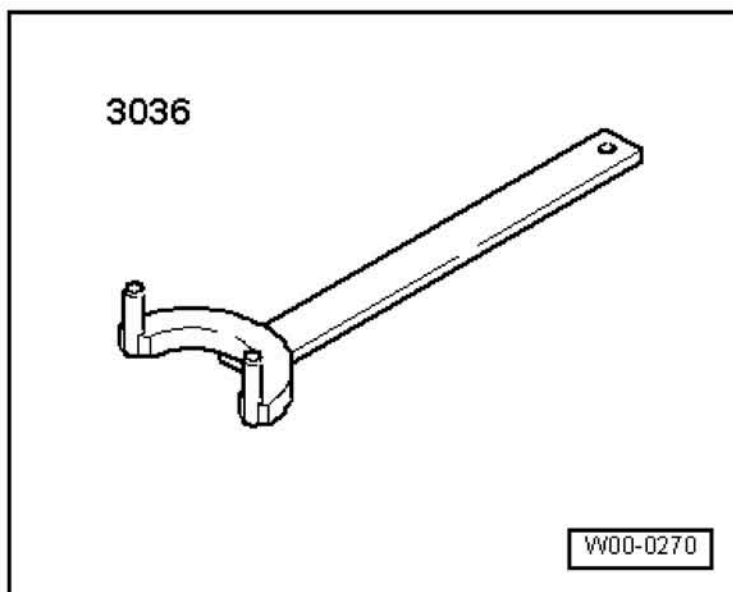


EA11003EN-01715[0]

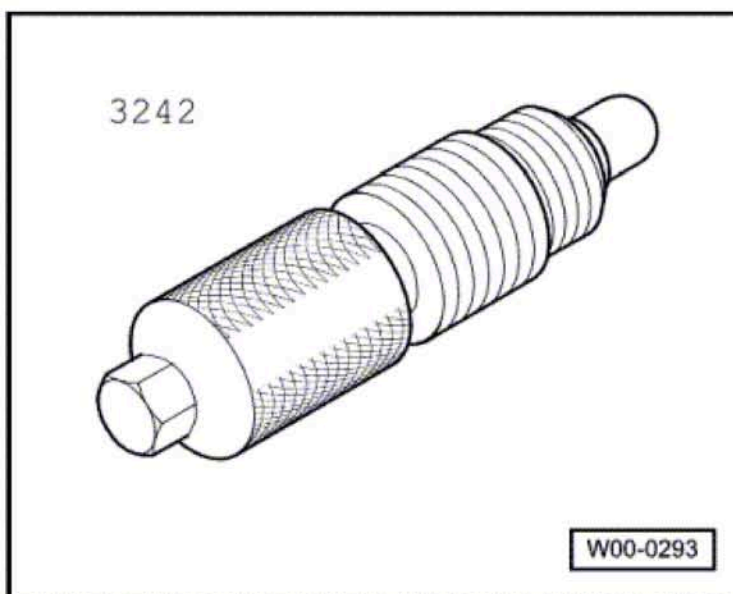
Removing and installing the toothed belt for the high-pressure fuel pump

Requisite special tools, testing and measurement devices, and supporting measures

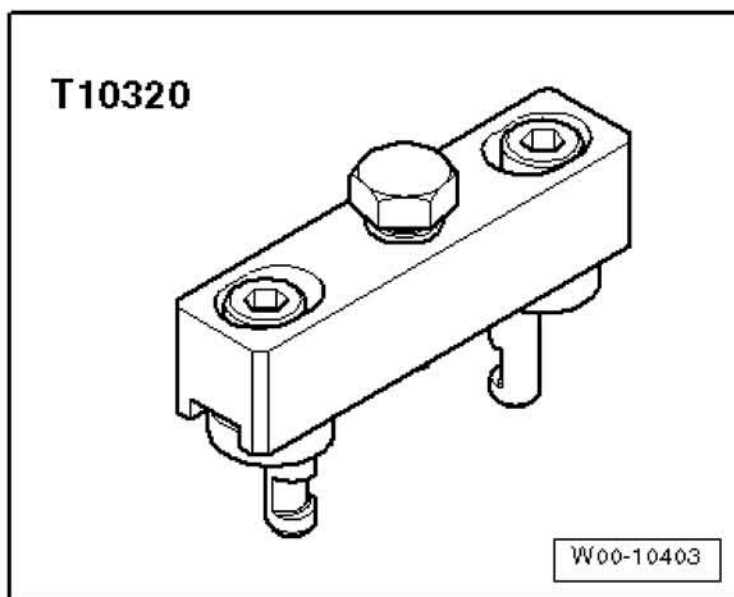
- ▶ Counter holder -3036-



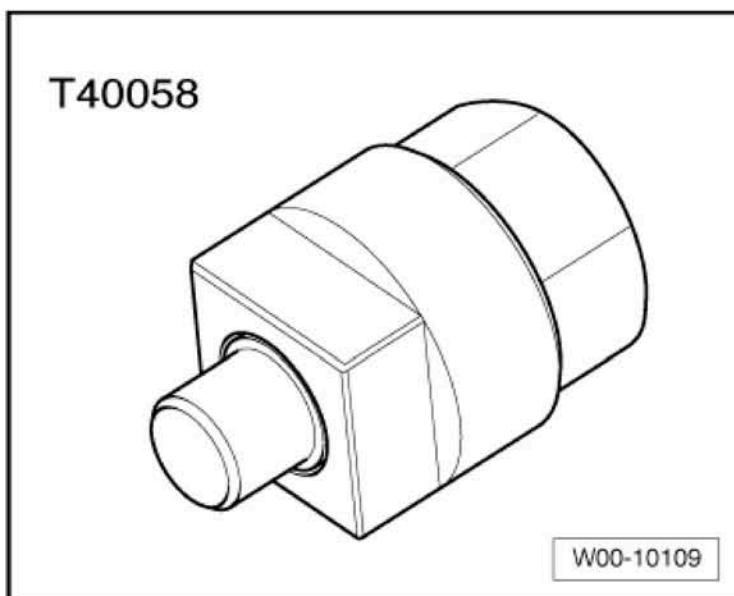
- ▶ Fixing screw -3242-



- ▶ Extracting tool -T10320-



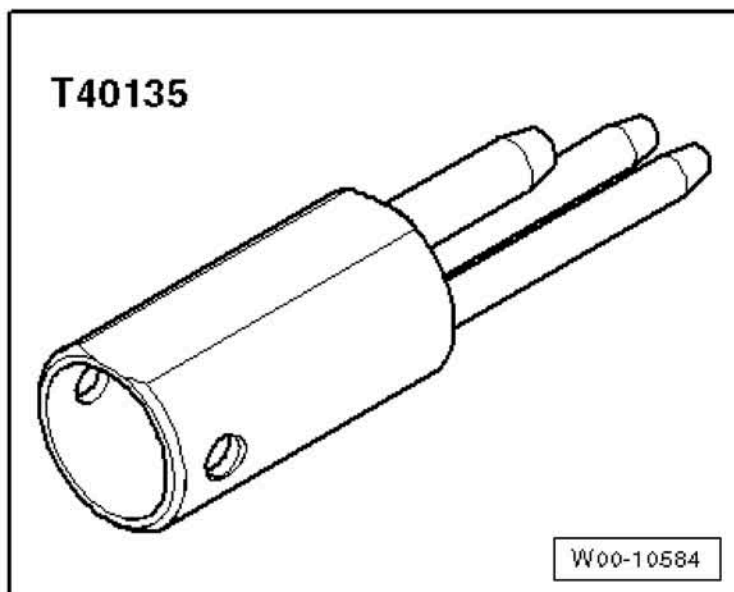
▶ Adapter -T40058-



▶ Calibration tool -T40135-

Removal

- Remove the engine cover
→Chapter.
- Remove the upper part of the intake pipe
→Chapter.



- Swivel the toothed belt guard forward -indicated by the arrows- and disengage the retaining pins on the underside of the toothed belt guard.



Note

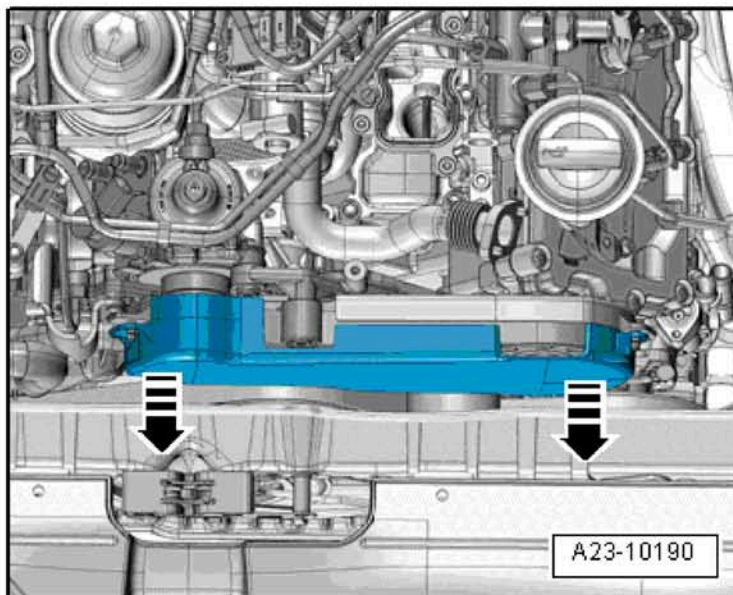
For a better view, the upper part of the intake pipe has been removed from the toothed belt guard shown here.



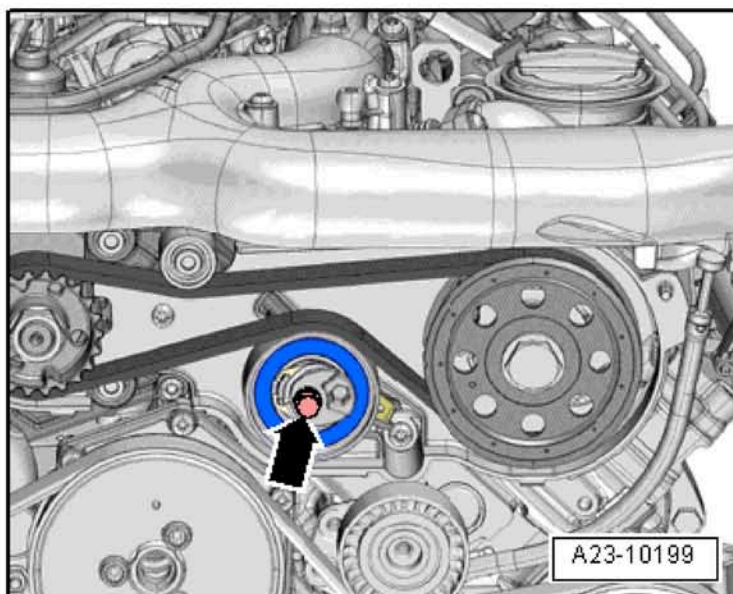
Caution

Please note that the toothed belt may be destroyed if it runs in the reverse running direction.

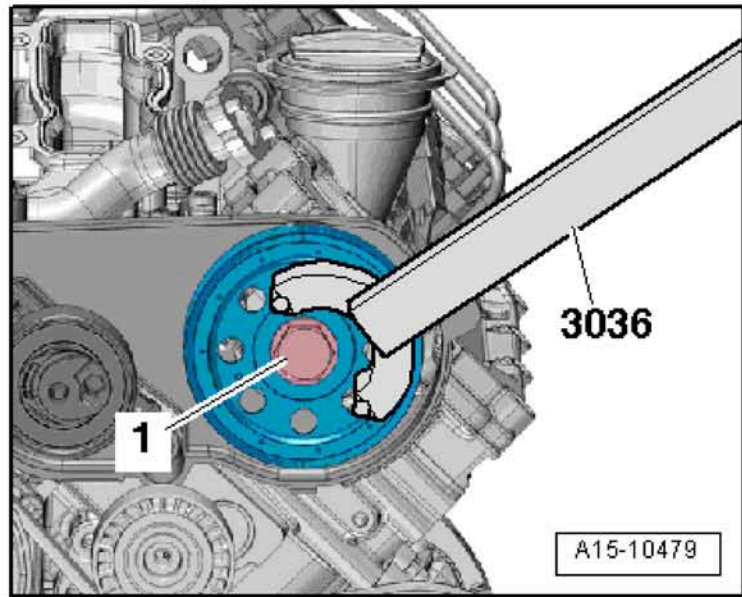
Before removing the toothed belt, use chalk or a felt-tipped pen to mark the running direction for reinstallation purposes.



- Loosen the screw -indicated by the arrow- for the toothed belt tension roller approx. 2 turns.



- Rotate the screw -1- for the toothed belt drive gear approx. 2 turns. Use the counter holder -3036- for this purpose.



- Use the extracting tool -T10320- to remove the toothed belt drive gear.

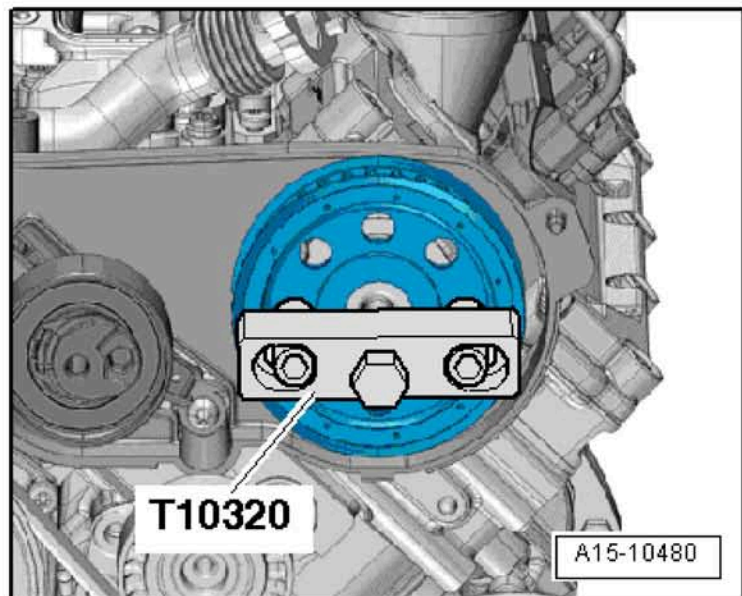
Note

The toothed belt drive gear remains on the camshaft.

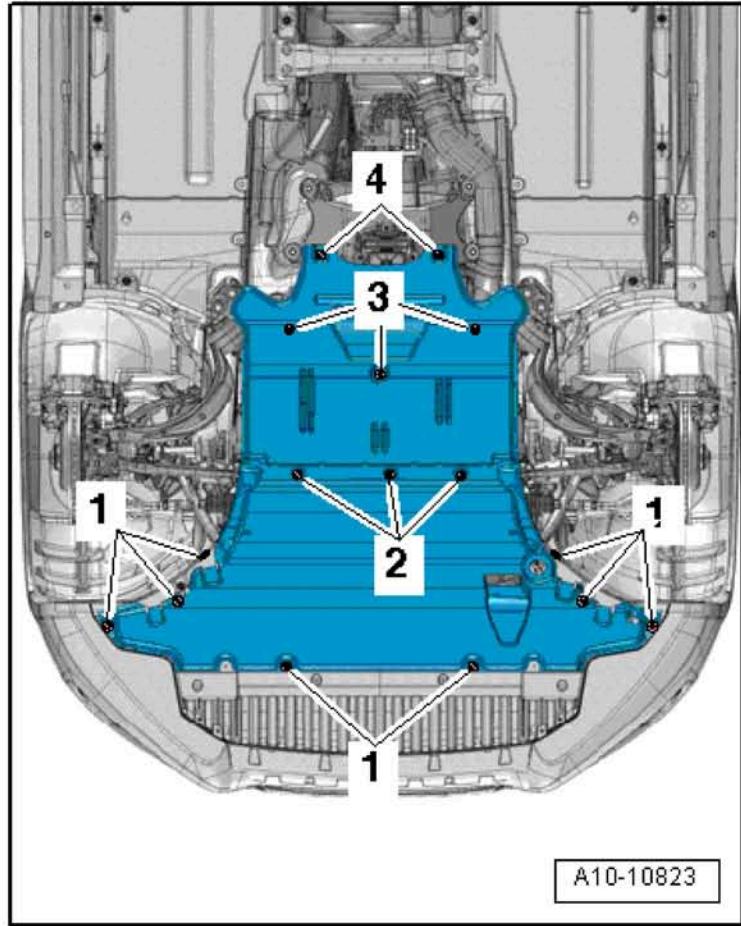
- First, remove the toothed belt from the toothed belt wheel for the high-pressure fuel pump and then from the toothed belt drive gear.

Installation

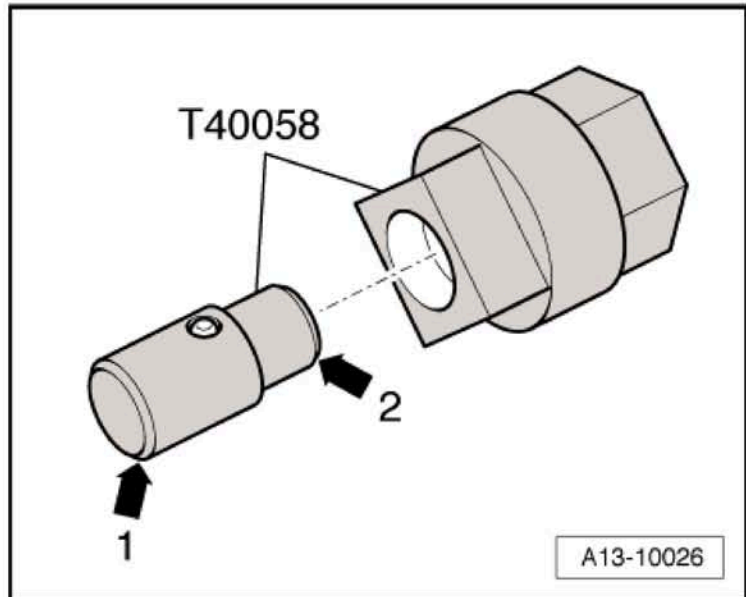
Installation takes place in reverse order. Please note the following:



- Remove the silencers. To do this, loosen the mounting parts -1 to 4-.



- Insert the guide pins of the adapter -T40058- as follows:
 - ▶ The large diameter -indicated by arrow 1- points to the engine.
 - ▶ The small diameter -indicated by arrow 2- points to the adapter.



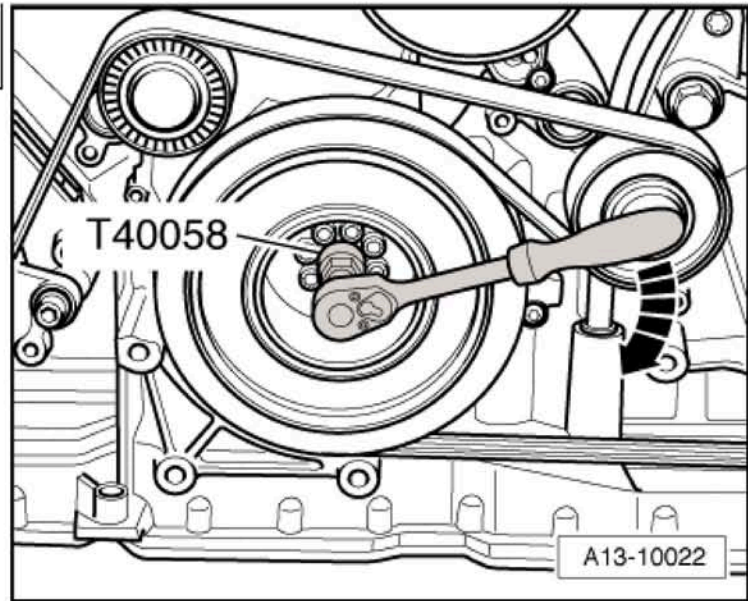
! **Caution**

Please note that there is a possible risk of destruction as a result of overriding the camshaft timing chain.

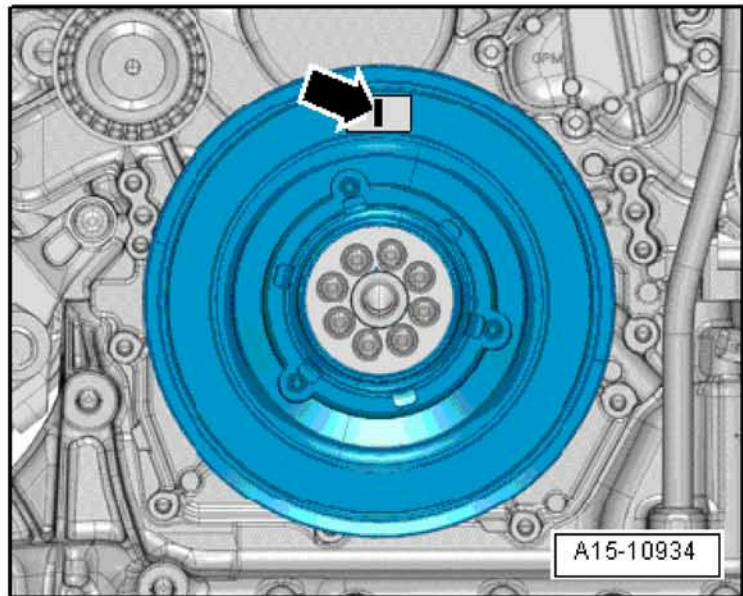
Rotate the crankshaft only in the rotation direction of the engine

-indicated by the arrow-

- Use the adapter -T40058- to turn the crankshaft to "TDC".



- ▶ The marking -indicated by the arrow- must be perpendicular to the center of the crankshaft (as shown in the figure).



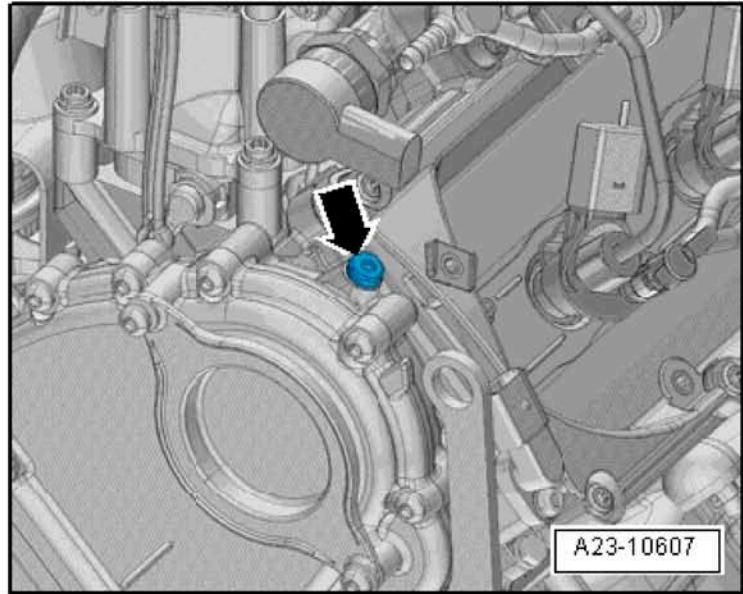
- Remove the sealing plugs -indicated by the arrow- at the rear of the cylinder head on the right.



Note

For a better view, the installation position is shown from the rear with the engine removed.

- Look through the hole -1- for the sealing plugs to check whether the groove -indicated by the arrow- is visible in the camshaft flange.



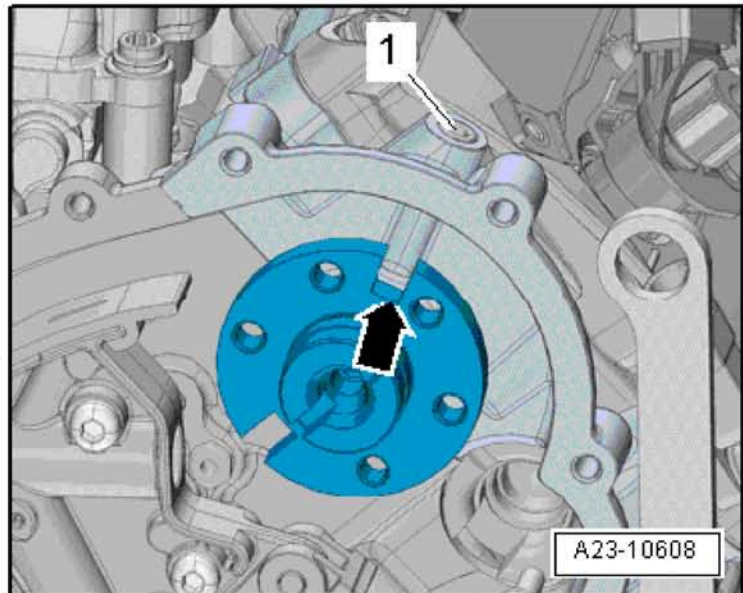
- To do this, use a small flashlight to shine a light into the hole for the sealing plugs.

i Note

For a better view, the camshaft flange is shown without the chain drive and timing chain cover.

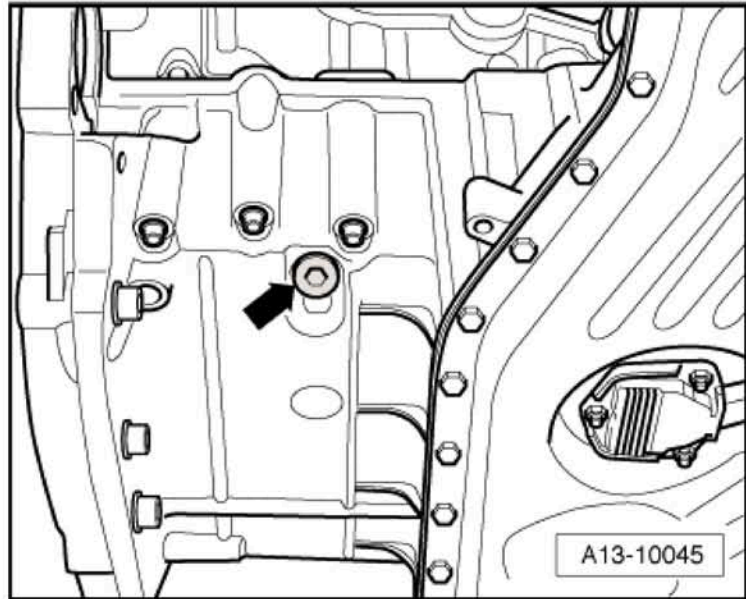
- If the groove is not below the hole, continue to rotate the crankshaft 360 degrees in the rotation direction of the engine.

i Note



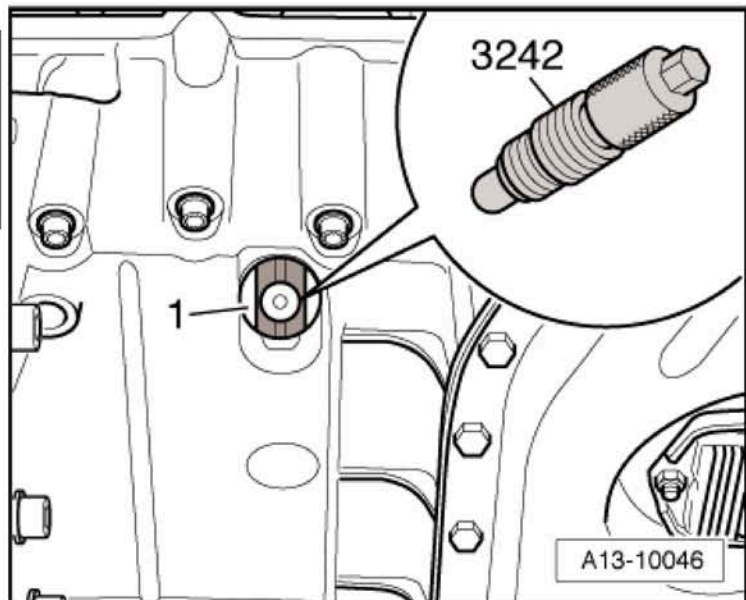
Place a cloth under the upper part of the oil pan to absorb any leaking engine oil.

- Undo the locking screw -indicated by the arrow- from the upper part of the oil pan.



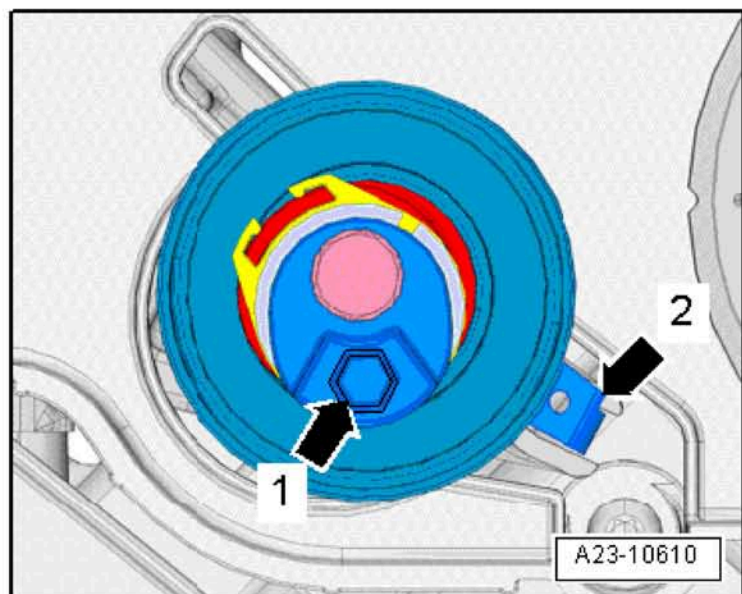
⚠ Caution
Please note that there is a possible risk of injury if you touch the "TDC" hole.
Do not rotate the crankshaft -1-.

– Screw the fixing screw -3242- into the hole with 20 Nm; if necessary, rotate the crankshaft slightly back and forth in order to fully center the screw.

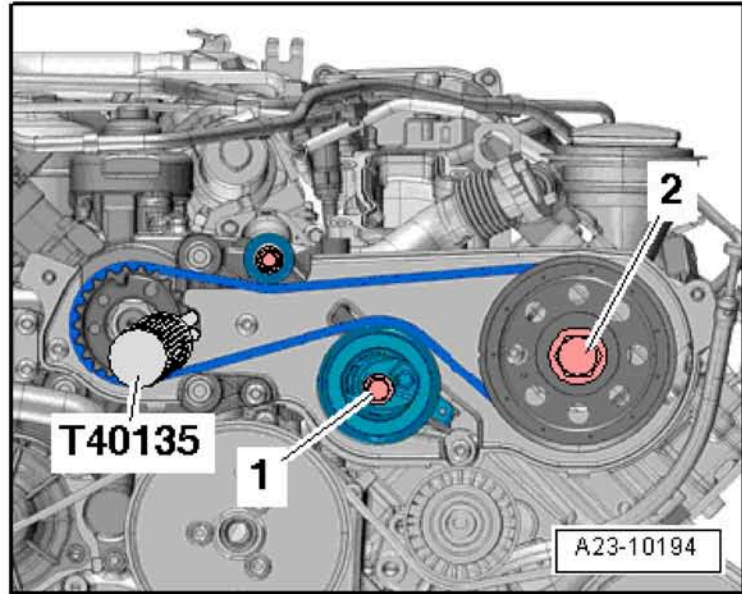


i Note
Before installing the toothed belt, the high-pressure fuel pump itself and the toothed belt wheel for the high-pressure fuel pump must be firmly fitted.

- Check the installation position of the toothed belt tension roller:
 - ▶ The retaining claw -arrow 2- must engage with the opening of the console for the high-pressure fuel pump.
 - ▶ The tension roller must be slackened and the hex socket -arrow 1- must point downwards.

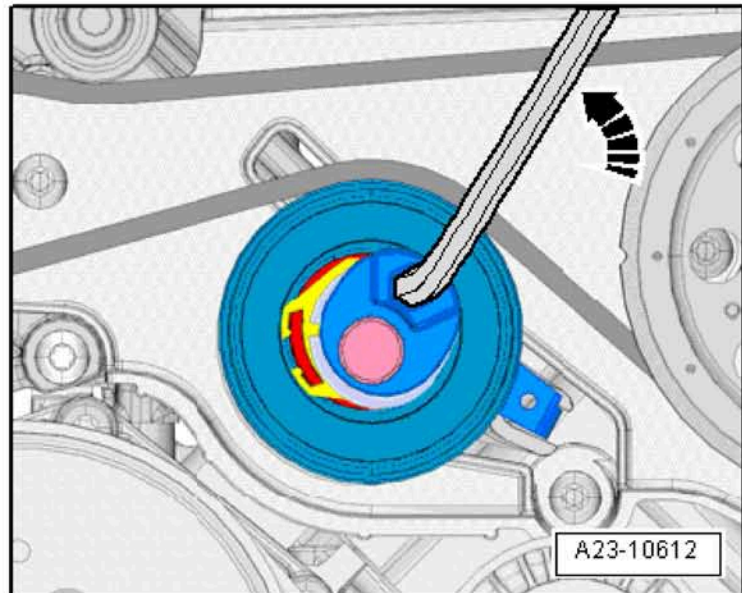


- Apply the toothed belt.
- Rotate the screw -1- for the toothed belt tension roller without force until the eccentric tappet of the toothed belt tension roller can rotate evenly without tilting.
- Rotate the screw -2- for the toothed belt drive gear until the toothed belt drive gear can rotate evenly without tilting.
- Use the calibration tool -T40135- to lock the toothed belt wheel for the high-pressure fuel pump.

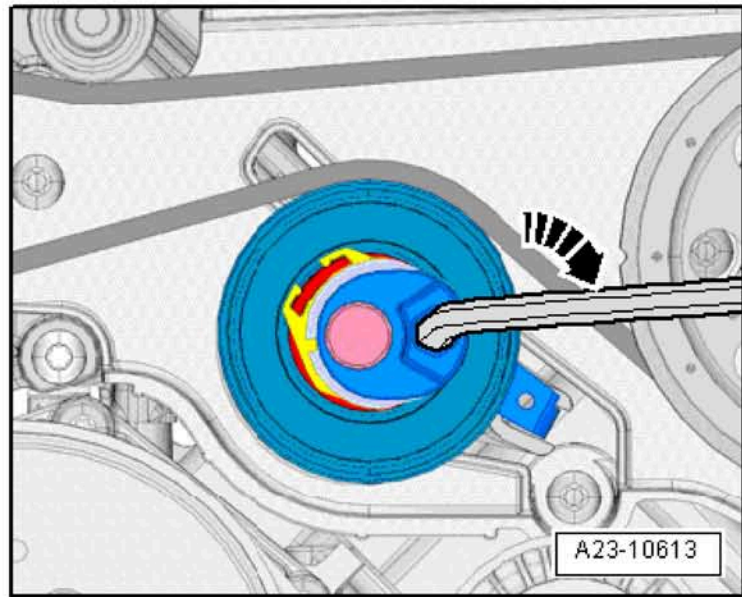


- Use the Allen key to prestress the toothed belt tension roller in the - direction of the arrow- until the hex socket occupies a -1 o'clock position-.

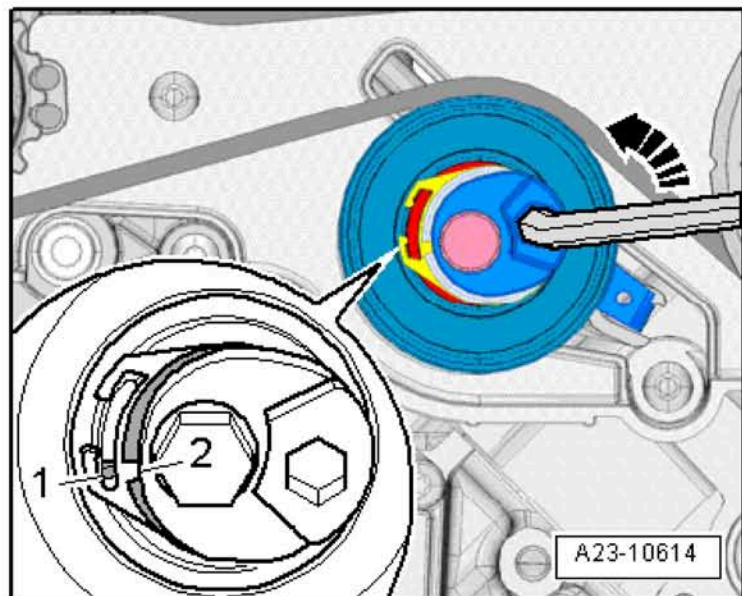
! **Caution**
Never rotate the tension roller to the "12 o'clock position" or earlier.



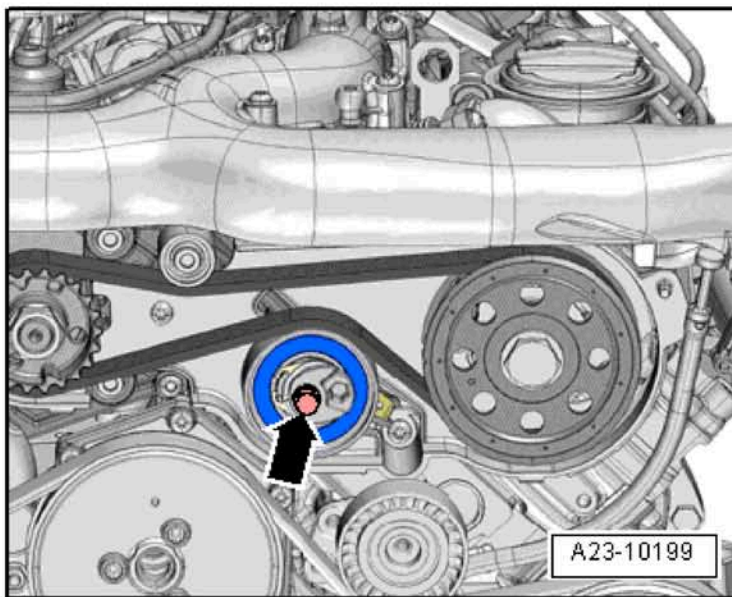
- Release the toothed belt tension roller -arrow- until the hex socket occupies a -3 o'clock position-.



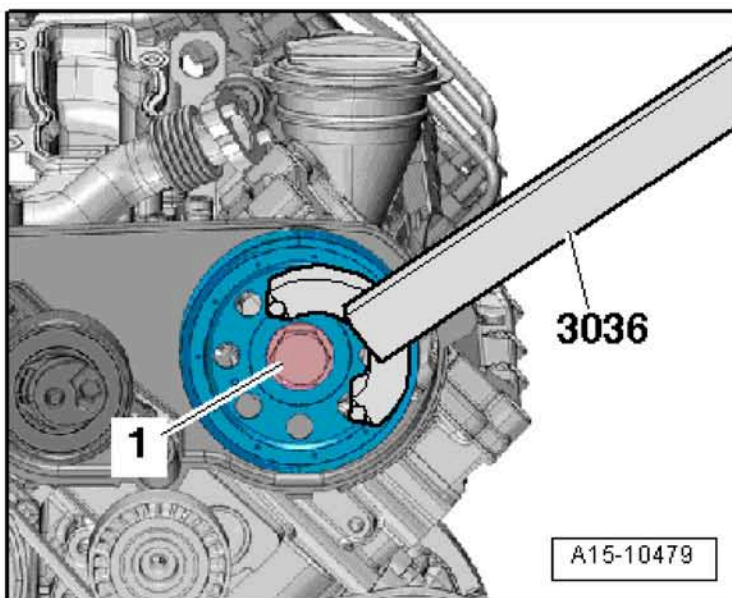
- Prestress the toothed belt tension roller out of the 3 o'clock position- (-arrow-) until the lug -1- and notch -2- are directly opposite one another.



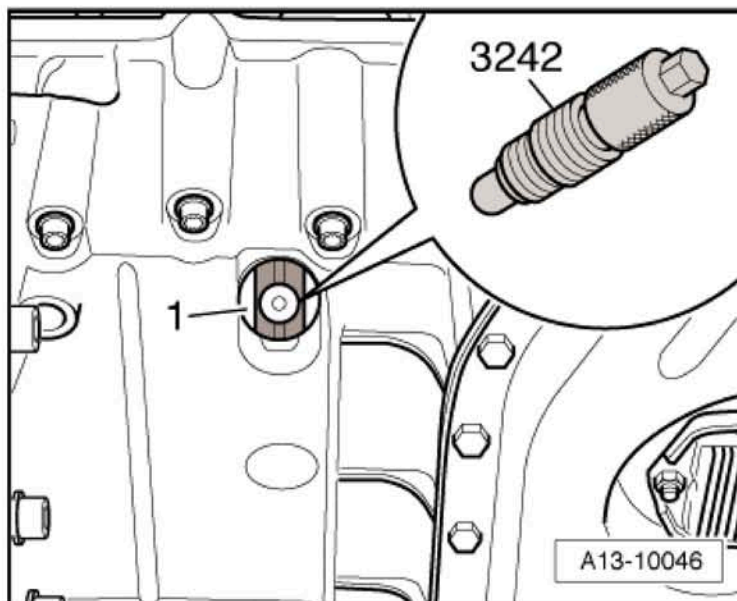
- Hold the toothed belt tension roller in this position and tighten the screw -arrow- →Pos..



- Tighten the screw -1- for the toothed belt drive gear. Use the counter holder -3036- for this purpose
 →Pos..

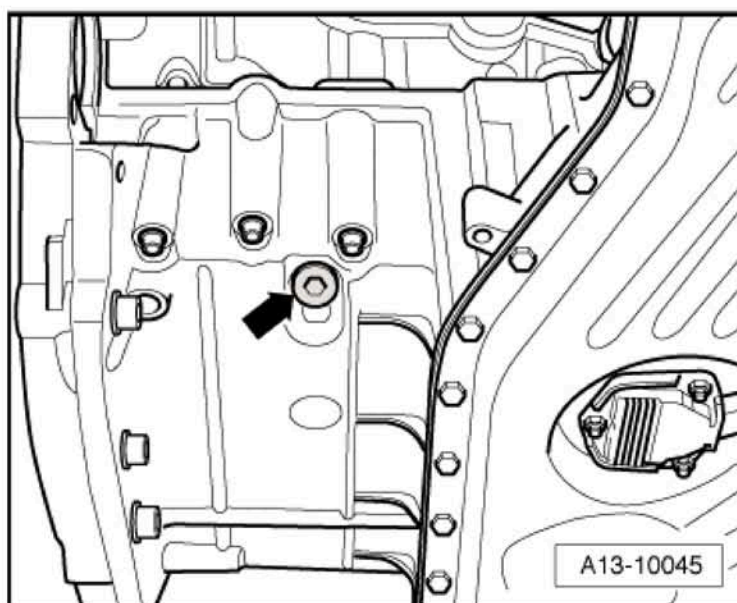


- Remove the fixing screw -3242-.



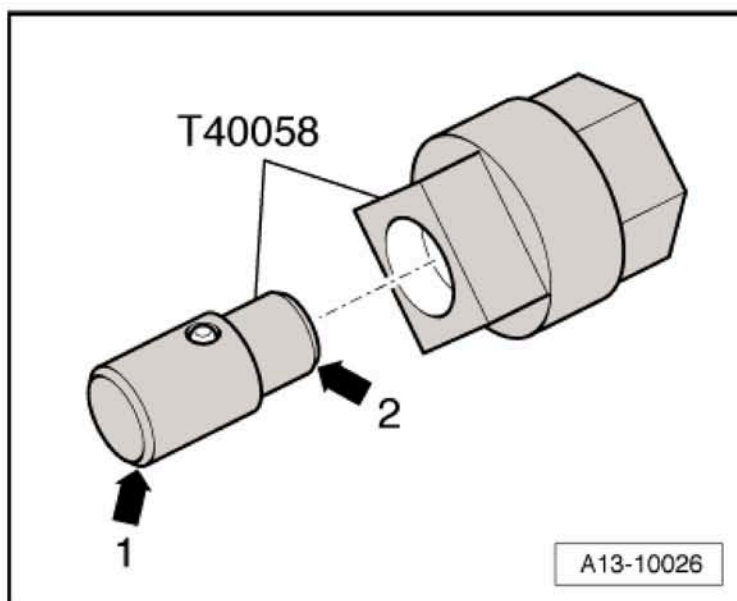
- Screw the locking screw -indicated by the arrow- for the "TDC" marking into the upper part of the oil pan

→Rep. gr. 17.



- Insert the guide pins of the adapter -T40058- as follows:

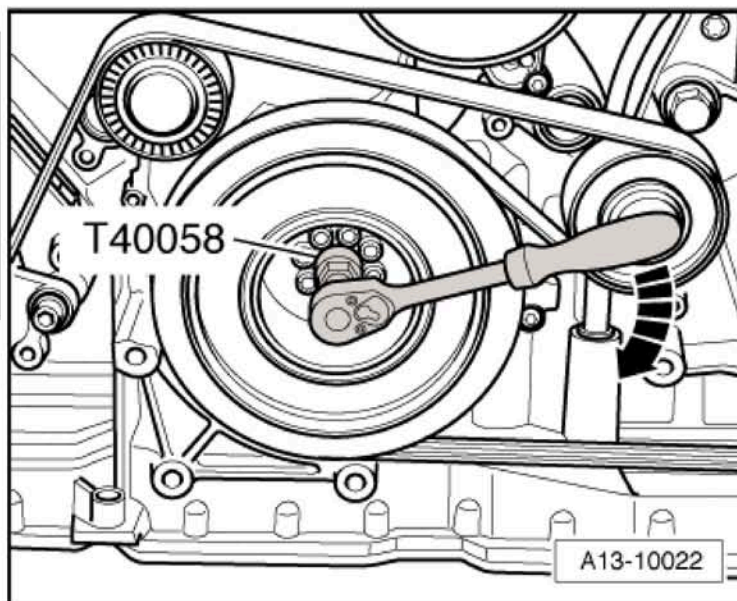
- ▶ The large diameter -indicated by arrow 1- points to the engine.
- ▶ The small diameter -indicated by arrow 2- points to the adapter.



**Caution**

Please note that there is a possible risk of destruction as a result of overriding the camshaft timing chain. Rotate the crankshaft only in the rotation direction of the engine -indicated by the arrow-.

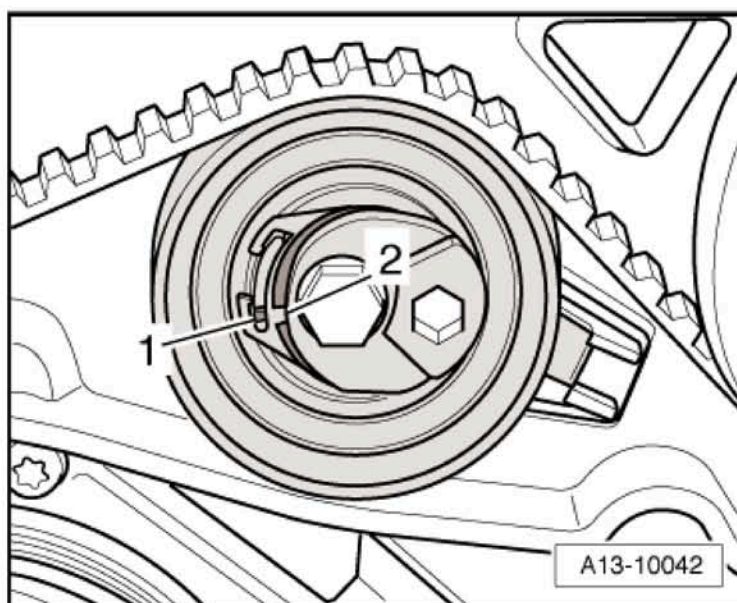
- Use the adapter -T40058- to rotate the crankshaft one turn.



- Check the tension in the toothed belt:
 - ▶ The lug -1- must be directly opposite the notch -2-.
- If the target value is not achieved, re-configure the tension in the toothed belt.

Further assembly occurs in reverse order.

- ▶ Torque: Toothed belt for the high-pressure fuel pump - assembly overview →Chapter
- Install the upper part of the intake pipe →Chapter.



From: Non-responsive content removed

To:

CC:

Date: 9/14/2011, 9:48:32 AM

Subject: [Re: CP4 package insert in the most important languages in CS](#)

Attachments: [Roter Zettel CP4 2_V1 alle Sprachen.docx](#)

Dear Non-responsive content removed

Now that a customer support case has established the importance of the mounting position of the HPP in relation to the position of the engine camshaft, Audi has created the attached package insert and requests that it be enclosed in all individually packaged HPPs.

Please deal with this issue, explore all options, and clarify the time, effort and costs associated with this task with Audi.

Mit freundlichen Grüßen / 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;
Stefan Asenkerschbaumer, Bernd Bohr, Rudolf Colm, Volkmar Denner, Wolfgang Malchow, Peter Marks, Uwe Raschke, Wolf-Henning Scheider, Peter Tyroller



From: Non-responsive content removed

Sent: Friday, September 09, 2011, 6:09 PM

Non-responsive content removed


Subject: CP4 package insert in the most important languages in CS

Dear Non-responsive content removed

As discussed during the visit to Jihlava yesterday, please print this package insert on both sides of 1 sheet of white paper and enclose it in each packaged AA or GP pump immediately (not in the plastic bag, but above the upper sheet of cardboard, or adjacent to the pump, which is possibly a better location).

(Some people may open the box upside down and therefore not find the insert under the lower sheet of cardboard.)

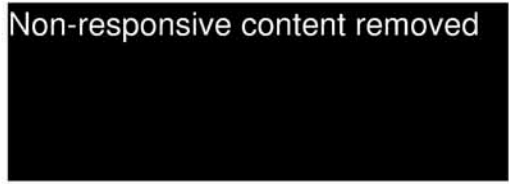


Dear 


Please clarify where the thousands of pumps for the remaining workshop campaign are stored and whether we can open these packages and enclose the package inserts.
If possible, please employ the services of the GP stores or a service provider for this task.

Thanks!
I will be away for the next week or so.
Please contact  in my absence.

Best regards


Non-responsive content removed

AUDI AG


Non-responsive content removed

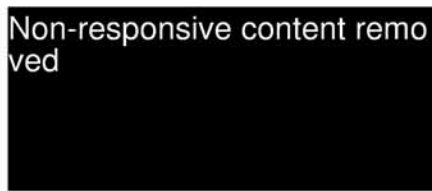
From: 
Sent: Friday, September 09, 2011, 5:28 PM
To: 
Subject: Package insert in all languages

<<Roter Zettel CP4 2_V1 alle Sprachen.docx>>

Best regards

Non-responsive content removed

AUDI AG


Non-responsive content removed

Non-responsive content removed

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

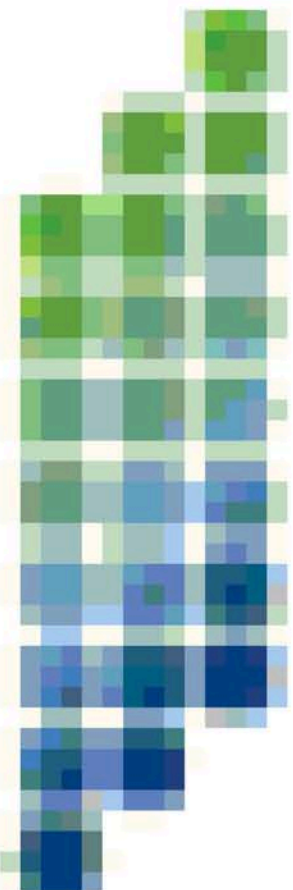
Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Martin Winterkorn

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

Wichtiger Hinweis: Die vorgenannten Angaben werden jeder E-Mail automatisch hinzugefügt und lassen keine Rückschlüsse auf den Rechtscharakter der E-Mail zu.

Important Notice: The above information is automatically added to this e-mail. This addition does not constitute a representation that the content of this e-mail is legally relevant and/or is intended to be legally binding upon AUDI AG.

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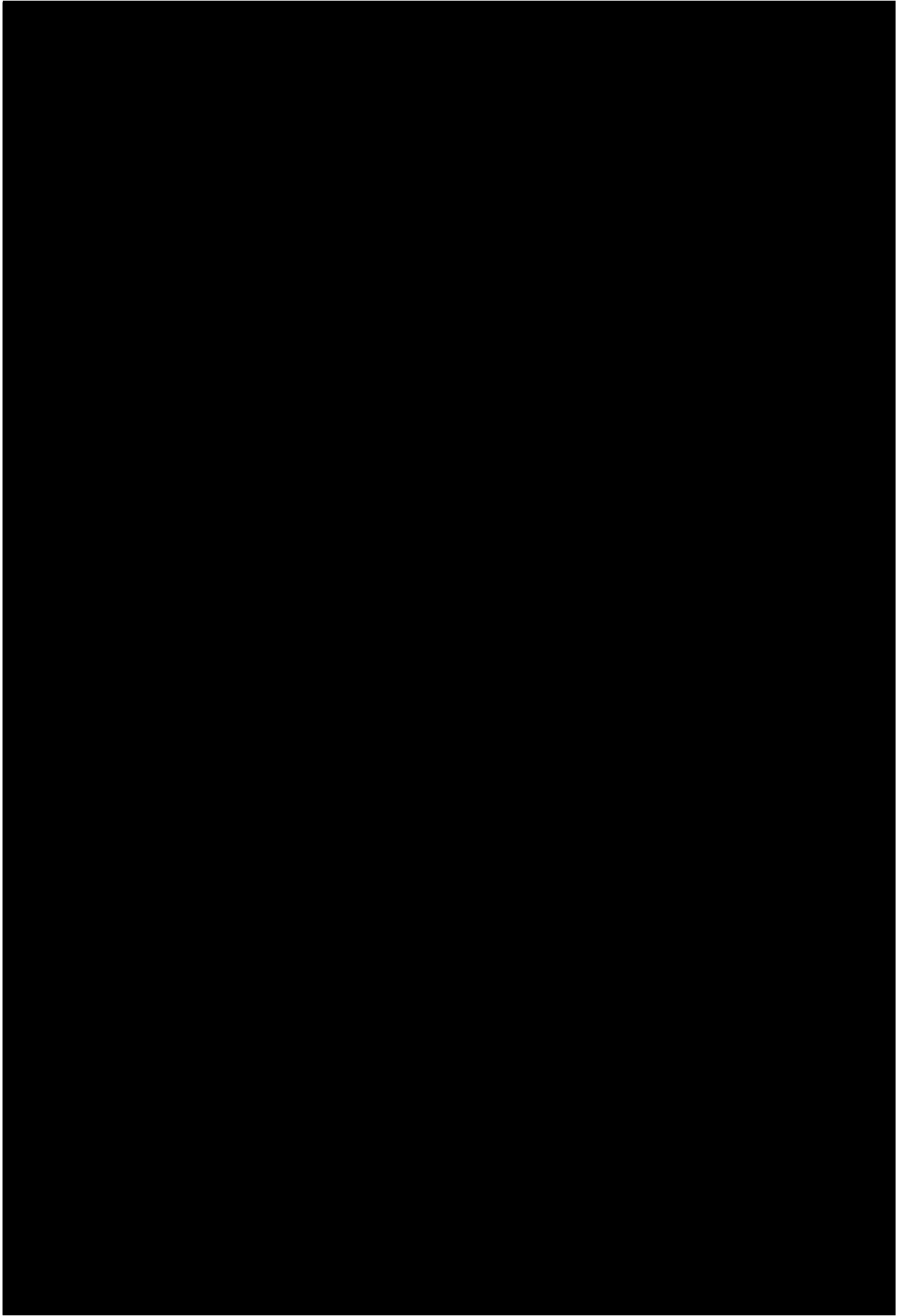


Bosch

1896-2011

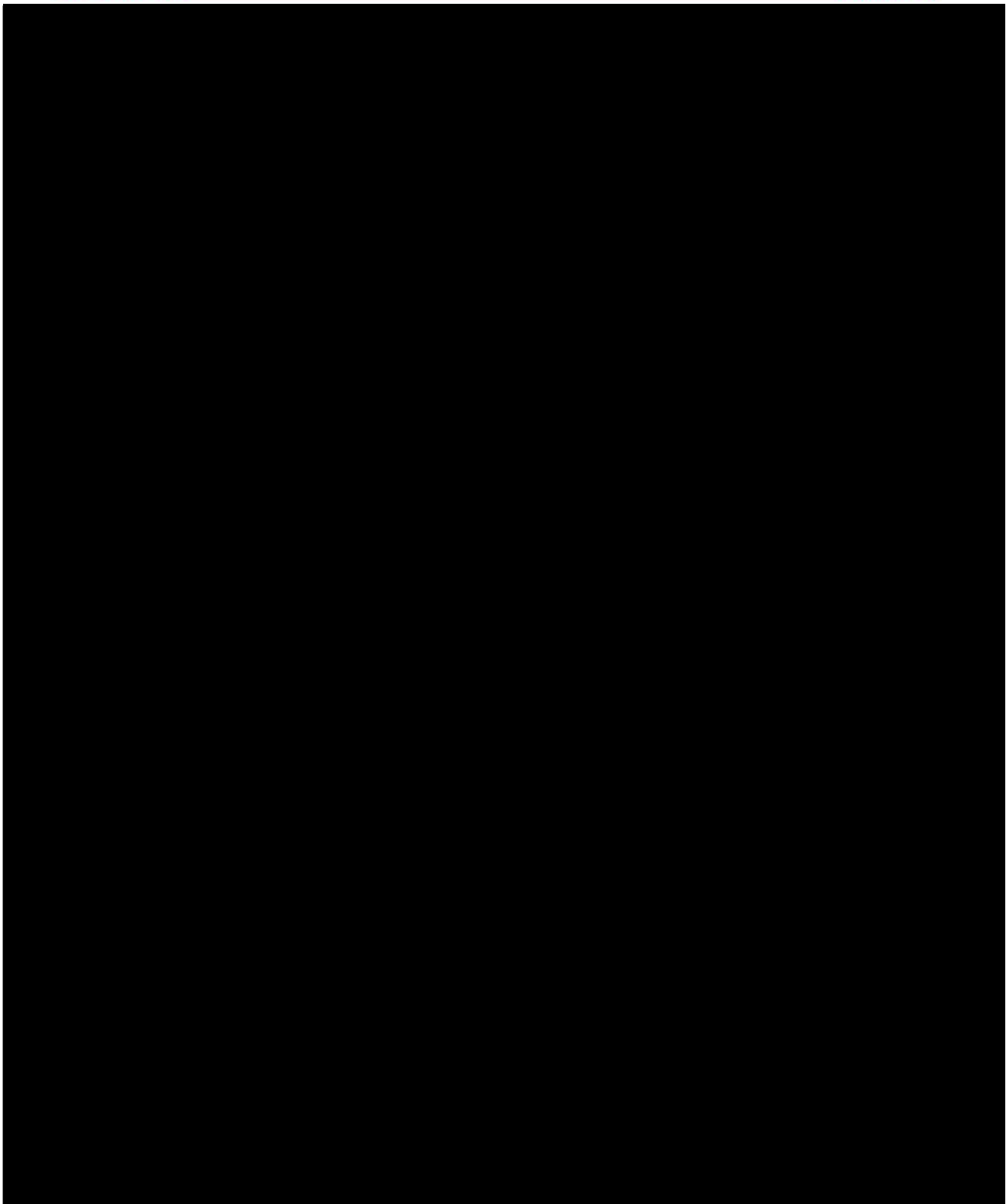
ACHTUNG !

Deutsch



ATENCIÓN!

Spanisch



From: Non-responsive content removed
To:

CC:

Date: 5/22/2009, 12:20:10 PM

Subject: CP4 cleanliness - measures in relation to striking features detected in the VW disassembly audit

Attachments: [2009_05_20_partikel bei VW_JhP_FeP.pdf](#)

Good morning Non-responsive content removed

As agreed at the CP4 quality meeting on cleanliness in Salzgitter on 04/27/2009, below is some feedback in relation to the striking features detected in the pumps that underwent your disassembly audit. Immediately afterwards, both locations had a greater awareness of production.

As an immediate measure, a disassembly test that focuses on cleanliness was introduced on 05/04/2009 for 1 pump/layer in the DNA in the JhP, which is where the pumps that had the striking features were manufactured. The attached presentation outlines the measures for the individual points. An exact assignment of particles to pump materials or the production environment was only possible to a limited extent because the particles must be present.

In addition to existing visual inspections currently conducted on the components and product, JhP/QMM and FeP/QMM will perform (for an initial limited period of 2 months) special audits (in the form of a disassembly test that focuses on particles, similar to the one performed by VW) on 3 pumps/week in the JhP and FeP respectively. Appropriate measures will then be implemented on the basis of these inspections.

The procedures and measures are summarized in the attached set of slides.
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, Volkmar Denner, Gerhard Kümmel, Wolfgang Malchow, Peter Marks,

EA11003EN-01726[1]

Peter Tyroller; Uwe Raschke

From: Non-responsive content removed

To:

CC:

Date: 11/11/2009, 6:09:29 PM

Subject: Presentation of the results of the major trial - CP4 roller tappet - switchover to HC- wash

Attachments: [FEA 090 HOE 2009 10 23 Ergebnis Großversuch KW Waschen RS.pdf](#)

Dear Non-responsive content removed

We are writing to inform VW of the results of the major trial involving a HC-wash. We have already presented the results of the following change in process to Audi in a specialist meeting. Audi's Mr. [redacted] took a look at the process and results during his visit to the plant today.

Proposal for decision-making:

joint teleconference between Bosch, Audi and VW on this subject (approx. 30 mins) on Monday, Nov. 16, 2009

(schedule organized by Non-responsive content removed)

Please let us know if this is OK.

Thank you.

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart, HRB 14000;
Chairman of the Supervisory Board Hermann Scholl; 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

To:

Cc:

Date: 2/18/2011, 9:48:17 AM

Subject: Documents relating to CP4 measures

Attachments: [Maßnahmenliste_101221.pdf](#)

[Maßnahmenliste_091127.pdf](#)

Dear

Attached please find the action overview.

Everyone is familiar with the 2009 list, which contains 34 measures.

The second is the current version.

Best regards,

Non-responsive content removed

Volkswagen AG

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Sitz/Domicile: Wolfsburg

Registergericht/Court of Registry: Local District Court Braunschweig

HRB No./ Commercial Register No.: 100484

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

Vorstand/Board of Management: Martin Winterkorn (Chairman/CEO), Francisco J. Garcia Sanz, Jochem Heizmann, Horst Neumann, Hans Dieter Pötsch

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	MY08	MY09	MY10	MY11 (up to WK45/10)	Total
Non-responsive content removed	3,389	12,041	10,849	2,449	28,728
	---	2,049	2,026	572	4,647
	---	552	945	232	1,729
	---	2,103	2,662	???	4,765
	292	1,242	1,425	386	3,345
Total	3,681	17,987	17,907	3,639	43,214
Proposal	3,681	17,987	7,058	1,190	29,916

Model year 11 continues to fill up to WK45/10 !



???

Values currently not available in AQUA !

From: Non-responsive content removed
To:
CC:

Date: 9/23/2011, 6:21:10 AM
Subject: FWD: Status Bosch CP4.2
Attachments: [Status CP4-2 KW38-11.pdf](#)

For your information!

Regards

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From: Non-responsive content removed

Sent: Friday, September 23, 2011, 7:16 AM

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Subject: Status Bosch CP4.2

Dear

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Enclosed please find the status of Bosch CP4.2 agreed with GQ.

With best wishes

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Head of Thermodynamics and Application, Diesel Engines

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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, Thomas Sigi, Axel Strotbek

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From: Non-responsive content removed

To:

CC:

Date: 5/17/2011, 8:18:59 AM

Subject: FWD: Status V6TDI with Bosch CP4.2 in USA (Update)

Attachments: [Status V6TDI CP4.2 USA v03.ppt](#)

Dear Non-responsive content removed

Here the documents on VW Q-circle FYI.

Please do not distribute without permission of Non-responsive content removed

Best regards,

Non-responsive content removed

>

> **From:** Non-responsive content removed

> **Sent:** Monday, May 16, 2011, 6:57 PM

> **To:** Non-responsive content removed

> **Subject:** Status V6TDI with Bosch6 cylinder HPP (2 piston) in USA (Update)

>

>

> Dear Non-responsive content removed

>

> revisions attached as required.

>

>

> Best wishes,

> Non-responsive content removed

From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 5/18/2011, 8:33:56 AM
Subject: FWD: Q-circle USA
Attachments: [4- Onepager HD-Pumpe EA189 2 0LCR 11 05 13.ppt](#)
[4a- Onepager HD-Pumpe EA896 30LCR 11 05 17.ppt](#)
[Topic 4. High Pressure Pump 2.0 TDI.pdf](#)

Dear [REDACTED]

Do you know [REDACTED] The slides for the 6 - cylinders not only have the wrong title, but also include implausible complaints (loss of fuel and noise). Furthermore, it is critically reported about free markets. Therefore, [REDACTED] indirectly fall below the average.

Would you like to talk to your VW colleagues again?

With best regards

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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, May 18, 2011, 8:05 AM
To: Non-responsive content removed
Subject: FWD: Q-Zirkel USA

FYI

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Volkswagen Aktiengesellschaft

Non-responsive content removed

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

From: Non-responsive content removed

Sent: Tuesday, May 17, 2011, 7:00 PM

To: Non-responsive content removed

Subject: Q-circle USA

Sorry

got side-tracked doing other things and forgot to send you the information.

Email contains VWoA's presentations
Attached our latest one-pagers to the topics.

Regards

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Non-responsive content removed

Volkswagen AG

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VOLKSWAGEN AG

Sitz/Domicile: Wolfsburg

Registergericht/Court of Registry: Local District Court Braunschweig

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VOLKSWAGEN AG

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From:
To:
CC:

Date: 06.17.2011, 4:15:00 PM

Subject: Status report on on-field failures CP4.2

Attachments: [Statusbericht Feldausfälle CP4.2 16.06.2011.pptx](#)

Hello Non-responsive content removed

enclosed are my slides for Thursday 06.21.2011

Please do not hesitate to contact us if you have any questions or find inconsistencies.

Have a nice weekend!

Best regards,

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From Non-responsive content removed
To
CC

Date: 07.16.2011, 11:19:27 AM

Subject: Attached is the commentary on the "Field Quality US Market Management Report June 2011":

Attachments: Kommentierung_Field Quality US Market Management Report_Juni 2011.pdf
Back up Kommentierung Field Quality US Market Management Juni 2011.pdf U.S. June 2011 Management Report.pdf

Hello Non-responsive content removed

Attached is the commentary on the "Field Quality US Market Management Report June 2011":

For reasons of complexity, we have listed the issues that are under observation (effectiveness check) in a separate backup file:

Ref:

Best regards,

Non-responsive content removed

Volkswagen Aktiengesellschaft

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From: Non-responsive content removed
To:
CC:

Date: 09.15.2011 08:56:46 AM

Subject: Request 20110912056

Attachments: [080211 Status CP4.1 Bosch.pdf](#)

Hello Non-responsive content removed

Please find enclosed the argumentation aid for our change request in form of exemplary documents on failures of high-pressure diesel pump Bosch CP4.1.

I think the failures are well known.

It is also important to know that not only the high-pressure fuel pump, but the entire injection system is to be replaced in case of damage to a HPP with a cost > caused by chip contamination.

Best regards.

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Volkswagen AG

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VOLKSWAGEN AG

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