

EA11003EN-00494[0]

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

**CC:** [REDACTED]

**Date:** 6/23/2009, 1:07:05 PM

**Subject:** RE: CP4.1 assessment (R4 CR high pressure fuel pump from Bosch)

**Attachments:** [1618-2009 Zerlegung und Begutachtung einer R4 CR Bosch HP fuel pump 03L 130 755.pdf](#)

Ï»¿

Hello gentlemen,

Sorry, I need to correct myself. Fig. 8 in the PDF relates to the tappet bore in the pump housing (see the photo captioned "Additional photo for Fig. 8", the bore of the tappet in which the pump moves) not the injection well of the roller support.

Please let me have your feedback. I have received more JPG images for a better understanding of the problem areas.

Regards,

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**From:** Non-responsive content removed

**Sent:** Monday, June 22, 2009 7:04 PM

**To:** Non-responsive content removed

**Cc:** [REDACTED]

**Subject:** RE: CP4.1 assessment (R4 CR high pressure fuel pump from Bosch)

Ã- Â»Â;

Hello Mr. [REDACTED]

The following is a short summary of our telephone conversation on the unusual features of the disassembly audit of 06.19.2009

The discussion on 06.23.09 was canceled. The photos will be discussed internally within Audi to begin with. I would add the following information, which we have already discussed:

Fig. 1 ID plate - purely for information about pump data

Fig.2 Shavings / burr pressed tight between tension pin and camshaft: The shavings occur when the tension pin is pressed into the camshaft. The shavings come from the tension pin. Bosch is aware of the matter and is currently working on it; the pressing geometry - chamfer on the camshaft - will be improved for this purpose. Loose shavings and shavings that protrude laterally, preventing the hub wheel from being pressed on, are not permitted, fixed shavings in the base material are permitted according to the visual inspection catalog and are not critical.

Fig. 3: Abrasion of the locking screw coating - non-critical

Fig. 4: Brown discoloration on the base of the outer surface of the cylinder head (transition with the cylinder head support surface - piston guide diameter, outer edge) - not functionally critical, however rust should generally be avoided. Topic under consideration

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Fig. 5: Minor scratches on the roller in axial direction approx. 350 µm - familiar pattern, may be caused when the roller is manually inserted into the roller support. The roller can easily drop off in this area - not functionally critical

Fig. 6: Intermediate space / faces of the spacer ring or bushing of the flange bearing - surface structure shown is current state of production - non-critical. Loose burr/splinters not permitted Area is cleaned in the housing's high-pressure washing system.

Fig. 7: Very minor traces in axial direction on the running surface of the high-pressure piston - not functionally critical - may have occurred when joining or dismantling components

Fig. 8: Very minor burr on the injection well of the roller support - new subject. Details of the deburring process and preliminary processing will be discussed with you.

Fig. 9: Edge geometry on housing well - intake in pump interior 09:00 (inlet connector 12:00) - loose burr not permitted - photo shows sharp edge, topic will be examined.

Fig. 10: Run-in marks on the mantle surface of the tappet body - normal run-in pattern, non-critical

You will receive further information on photos 2, 4, 8 and 9 by 26.06.09.

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, HRB 14000;  
Chairman of the Supervisory Board Hermann Scholl; Management: Franz Fehrenbach, Siegfried Dais;  
Bernd Bohr, Rudolf Colm, Volkmar Denner, Gerhard Käfer, Wolfgang Malchow, Peter Marks,  
Peter Tyroller; Uwe Raschke

**From:** Non-responsive content removed

**Sent:** Monday, June 22, 2009, 10:14 AM

**To:** Non-responsive content removed

**Cc:**

**Subject:** RE: CP4.1 assessment (R4 CR high pressure fuel pump from Bosch)

**Importance:** High

Hello  
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The invitation is now cancelled.

We will discuss the matter again internally.

will contact you later about when the meeting should take place with you.

Regards

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**From:** Non-responsive content removed

EA11003EN-00494[2]

**Sent:** Friday, June 19, 2009 2:02 PM

**To:** Non-responsive content removed  
**Cc:** [Redacted]

**Subject:** CP4.1 assessment (R4 CR high pressure fuel pump from Bosch)  
**Importance:** High

Hello gentlemen,

Attached please find the results from Győr (I also included the results from Salzgitter)  
I would like to invite Bosch to visit us on 06.23.2009 from 9 a.m. to 12 p.m. to discuss this. An invitation will be issued in Outlook too.

Please let me have your feedback and confirmation. (unfortunately no other time suits us in Wk 26)  
Have a nice weekend.

<< File: 1618-2009 Zerlegung und Begutachtung einer R4 CR Bosch HP fuel pump 03L 130 755.pdf >> << Message: High pressure fuel pump disassembly audit for particles, photos for appointment RB cleanliness on 04\_27\_09 >>

Best regards

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AUDI HUNGARIA MOTOR Kft

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