

**From:** Non-responsive content removed  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Date:** 28.06.2011 07:49:50  
**Topic:** Initial fueling instructions  
**Attachments:** [Entlüftung, Erstbefüllung des ND-Systems Inline-EKP 2,0l CR.pdf](#)

Hello [REDACTED]

as discussed, please find attached the initial fueling instruction for 4 cylinder engines with CP4.1 HPFP as of 2007, which is still valid today.

With best regards

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From: Non-responsive content removed

EA11003EN100

CC:

Date: 4/20/2009 12:19:30 PM

Topic: RE: Spa.: FW: Q-status injection components US07 09.04.2009 v\_20\_04\_09

Attachments: [US07 Ausfälle.xls](#)  
[20090420101800324.pdf](#)

Dear Non-responsive content removed

The pumps mentioned are known to us except two and have already been analyzed or are under analysis.

The exceptions are:

3VWCL71K79M: unknown in Sz, but still included in the NFA list, until now no goods received at Bosch

3VWRL71KX9M: not yet known in Sz, until now not included in the NFA list, until now no goods received at Bosch, probably in inflow.

Since at present you too have no further data about the other US pumps in the NFA list, I would suggest deleting the unknown cases (see Appendix) from the NFA list and removing them from the follow-up. Should the pumps appear again unexpectedly, we will include them then. With that, the permanent difference between reported and received/found should be removed in case of 4-cylinder US pumps.

Non-responsive content removed in case you and Non-responsive content removed agree, I would request you to report the cases given in the Appendix to Non-responsive content removed so that he can remove them from his list.

Non-responsive content removed when is the next US update due? The status report on the basis of NFA list was distributed again in CW19 as per the schedule.

With best wishes

Be QIK

Non-responsive content removed

From: Non-responsive content removed

Sent: Monday, April 20, 2009 11:45 AM

To: Non-responsive content removed

Cc:

Subject: Spa.: FW: Q-status injection components US07 09.04.2009 v\_20\_04\_09

Hello gentlemen,  
The file contains the HPFP from USA, which have been received in SZ.

<<20090420101800324.pdf>>

With best wishes

Non-responsive content removed

volkswagen AG

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EA11003EN-00682[0]

**From:** Non-responsive content removed  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Date:** 05.04.2010 18:49:26  
**Thema:** 2009 2.0 Jetta Common Rail with rust in the fuel system

[REDACTED]  
Here is another case with possible moisture in the fuel system. This vehicle is located in Lansing Michigan.

Access Code: [REDACTED] Date Opened: Mon Apr 05 2010 11:31:45 GMT-0400 (Eastern Daylight Time)  
case Code : [REDACTED] Job Number : [REDACTED]  
Technician : [REDACTED] Technician Phone: null  
Dealer Name: Non-responsive content removed Dealer Phone: [REDACTED]  
Corp Contact: [REDACTED] Corporate Phone: null  
Consultant: [REDACTED] Dealer Code: [REDACTED]  
Concern Group: Non-responsive content removed  
Group Assigned To: Non-responsive content removed  
Assignee: [REDACTED]  
Ticket Status: Open: Technician in Process

QTM/TFM Name: null RASM Name: null  
Service Manager Name: [REDACTED] Service Manager Email: Non-responsive content removed  
Vehicle Owner Name: null  
Severity: 3-Regular

VIN: Non-responsive content removed Make: VW  
Model Code: [REDACTED] Year: 2009 Mileage: 13788  
Engine: 2.0L Transmission: Standard  
Country: United States Service Date: Sun May 31 2009 20:00:00 GMT-0400 (Eastern Daylight Time)  
04/05/2010 11:31:45: US/Eastern: Non-responsive content removed Initiated: Issue Opened by Dealership  
04/05/2010 11:31:45: US/Eastern: [REDACTED] Initiated: Vehicle stopped while driving down road-will not restart. Found faults-P0087-(fuel pressure in the distributor/system too low), P020A, C & D-(start of injection timing out of tolerance cylinder 1, 3 & 4). Checked fuel delivery to filter-OK. Both electric pumps are working. Removed top of fuel filter & found metallic particles on top of filter. After removing filter found inside of filter housing very rusted. Removed intank fuel pump & found rust & metal particles in fuel tank & fuel is very cloudy.  
04/05/2010 12:37:58: US/Eastern: [REDACTED] Open: Consultant in Process: Customer Comments: Vehicle stopped while driving down road-will not restart. Found faults-P0087-(fuel pressure in the distributor/system too low), P020A, C & D-(start of injection timing out of tolerance cylinder 1, 3 & 4). Checked fuel delivery to filter-OK. Both electric pumps are working. Removed top of fuel filter & found metallic particles on top of filter. After removing filter found inside of filter housing very rusted. Removed intank fuel pump & found rust & metal particles in fuel tank & fuel is very cloudy.  
04/05/2010 12:37:58: US/Eastern: [REDACTED] Open: Consultant in Process: Workshop Findings: Tech states veh has a lot of rust in the fuel filter and fuel inside the tank looks cloudy.  
04/05/2010 12:37:58: US/Eastern: [REDACTED] Open: Consultant in Process: Please clean the high pressure pump near the N290 Fuel metering valve. After cleaning, spray down with compressed air to remove ALL debris. Remove the N290 and inspect for metal shavings. If metal shavings are found, take a fuel sample and put some fuel into a clean Styrofoam cup. After fifteen minutes, check the cup for deterioration. Please call me back with these results. Tech needs to attach pictures of all the contaminated fuel components on the VTA. Call back and ask for Gary  
04/05/2010 13:43:41: US/Eastern: Non-responsive content removed Open: Dealer Updated: Pictures  
04/05/2010 13:46:39: US/Eastern: [REDACTED] Open: Consultant in Process: Thanks for the pictures, please call back for further assistance

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Volkswagen of America, Inc  
3800 Hamlin Road  
Auburn Hills, MI 48326

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**From:** Non-responsive content removed  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Date:** 17.02.2011 15:06:34  
**Thema:** WG: HDP [REDACTED] Updated Tracking Lists  
**Attachments:** [BG Tracking List 1-4-11.xls](#)  
[Tracking List w state 1-4-11.xls](#)

**Von:** Non-responsive content removed  
**Gesendet:** Dienstag, 4. Januar 2011 16:52  
**An:** Non-responsive content removed  
**Betreff:** HDP [REDACTED] Updated Tracking Lists

Attached are the most recent tracking lists. The VIN's highlighted in Yellow are the parts that were given to shipping on Dec-15 to be sent to [REDACTED] for analysis. Let me know if you have any questions.

[REDACTED]

**From:** Non-responsive content removed  
**Sent:** Tuesday, January 04, 2011 6:09 AM  
**To:** Non-responsive content removed  
**Cc:** [REDACTED]  
**Subject:** Repair History

Hi [REDACTED]

Could you please get me all the Powertrain-related repair-history (PIDs 1000 to 2999) for the VINs in attached list?

**Mike:** I could only find one VIN in your Tracking-list, but the copy I have is old (11-8). Do you have an updated copy where they might be?

Please advise, thanks.

Regards  
Ramón

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[REDACTED]

EA11003EN-00746[1]

Macht, Horst Neumann, Hans Dieter Pötsch, Rupert Stadler

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**From:** Non-responsive content removed

**To:**

**CC:**

**Date:** 10.07.2008 16:23:05

**Topic:** Information about pump failures in USA

**Attachments:** [EHC2\\_0209 \[redacted\] Audi CP4 FG 21-05-2008 BIN5 Triebwerkschaden.pdf](#)  
[Bilder\\_W19\\_BIN5\\_DNA2449.pdf](#)  
[W19 BIN Ausfall Pumpen.msg](#)

Dear [redacted]

here a short summary of the part analysis and activities regarding the pump failures in USA

#### **A) part analyses**

At the moment we suppose a „sticky roller“ as primary failure cause, due to manufacturing faults.

But we can not yet exclude a „sticky roller“ caused by water in the fuel.

(Water in the fuel significantly increases the friction coefficient between roller and roller shoe)

**Here information about the fuel (fuel analysis) and the water separator status would be helpful.**

1) Details; Pump 40.000km

<<EHC2\_0209 [redacted] Audi CP4 FG 21-05-2008 BIN5 Triebwerkschaden.pdf>>

2) Details; Pump with 60.000km; **Analysis in progress (pictures attached)**

<<Bilder\_W19\_BIN5\_DNA2449.pdf>>

**Pumps 3 & 4 will be analysed asap upon receipt.**

We have also included our Bosch colleagues in USA and supplied the with necessary assembly instructions, so we can inspect pumps on site for a beginning drivetrain failure – if Audi agrees.

If no drivetrain failure is detected, the pumps can be re-assembled into the engine/car and complete their durability test run.

During the last technical meeting, [redacted] mentioned that he would perhaps have another pump from the same manufacturing date like the first two failed pumps.

We would like to inspect this one (for manufacturing deviations).

<<W19 BIN Ausfall Pumpen>>

#### **B) Activities**

1) Implementation of an Audi specific workgroup with focus on W19 BIN5; colaboration with drivetrain task force

2) Start of a Bosch pump KT Analysis for W19 BIN5; here we urgently need the other two pumps for failure hypothesis

Mit freundlichen Grüßen / Best regards

[redacted]

Robert Bosch GmbH

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d

Sitz: Stuttgart

Registergericht: Amtsgericht Stuttgart HRB 14000

Aufsichtsratsvorsitzender: Hermann Scholl; Geschäftsführung: 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:** [Redacted]  
**CC:** [Redacted]  
**Date:** 3/16/2010 4:53:27 PM  
**Subject:** Re: Status of Bosch diesel injection pump  
**Attachments:** [100315\\_HDP CP4.2.ppt](#)

Hello gentlemen,

For your information.

Hello [Redacted]  
I am sending you this documentation as [Redacted] mailbox is full. Please forward to [Redacted] when his mailbox is "empty" again.

Best regards,

[Redacted]

>  
>From: Non-responsive content removed  
>Sent: Tuesday, March 16, 2010 9:31 AM  
>To: Non-responsive content removed  
>Cc: [Redacted]  
>Subject: Status of Bosch diesel injection pump

>  
>Hello [Redacted]  
>  
>The status of the BOSCH CP 4.2 pump, as forwarded today to [Redacted]  
>For your information!

>  
>With best wishes

>  
>[Redacted]

>  
>Non-responsive content removed

>  
>\_\_\_\_\_

>From: Non-responsive content removed  
>Sent: Tuesday, March 16, 2010 8:03 AM  
>To: Non-responsive content removed  
>Cc: [Redacted]  
>Subject: Re: 100315\_HDP CP4.2.ppt

>  
>Hello [Redacted]  
>  
>As discussed yesterday, here is the information regarding the "robustness of the diesel injection pump V6 TDI (CP 4.2, BOSCH)", in connection with the planned telephone conversation between [Redacted] and [Redacted]

>  
>Please don't hesitate to ask if you have any further queries.

>  
>With best wishes

>  
>[Redacted]

>  
>\_\_\_\_\_  
>  
>  
>  
>



**From:** Non-responsive content removed  
**To:**  
**Topic:** akt version  
**Date:** Friday, 12. November 2010 08:07:39  
**Attachments:** [Einhaltung Bosch TKU CP4 Hochdruckpumpe v6.ppt](#)

With best regards

Non-responsive content removed

[www.audi.com](http://www.audi.com)

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Amtsgericht Ingolstadt

HRB Nr./Commercial Register No.: 1


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I1003E-N-01705101

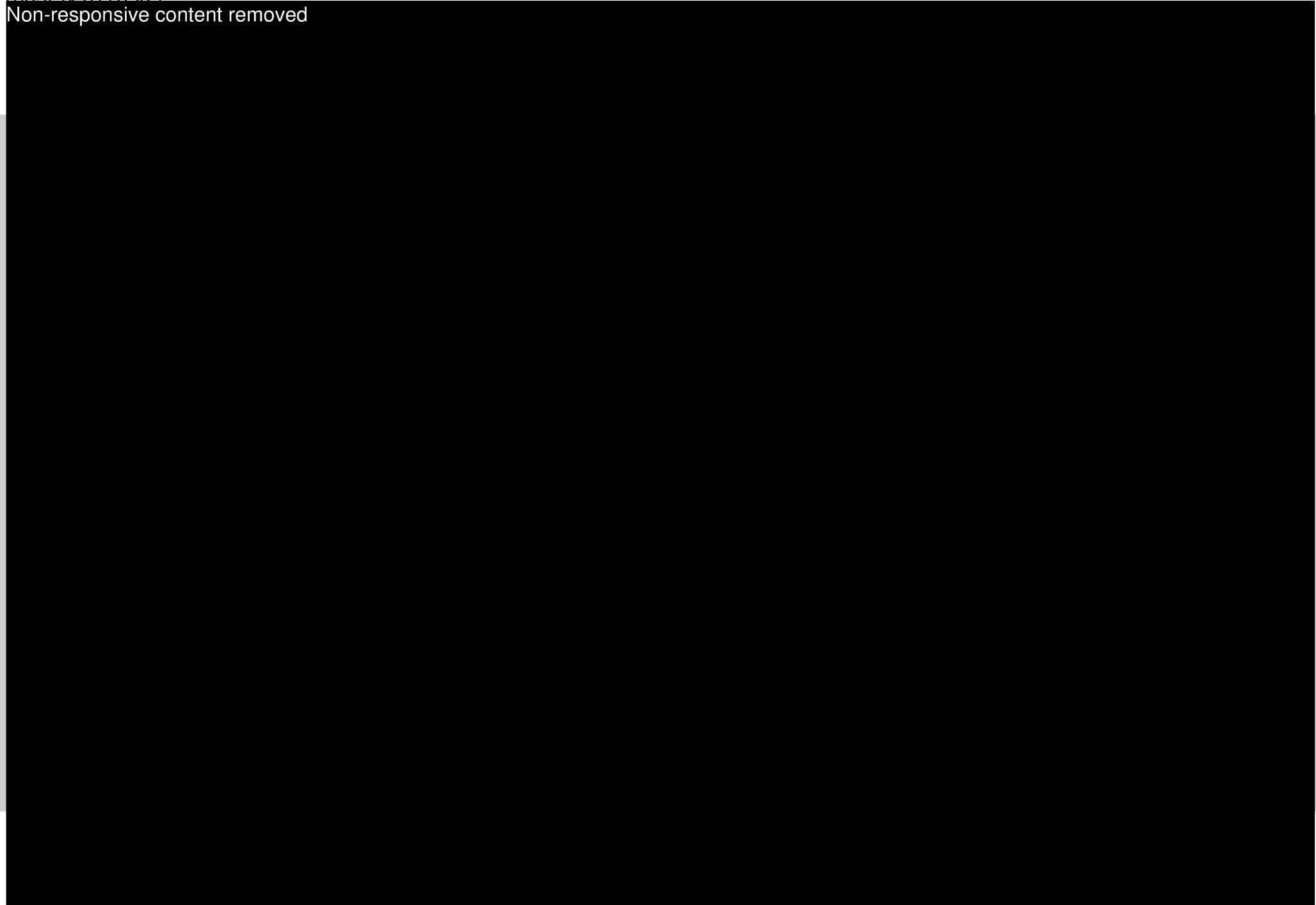
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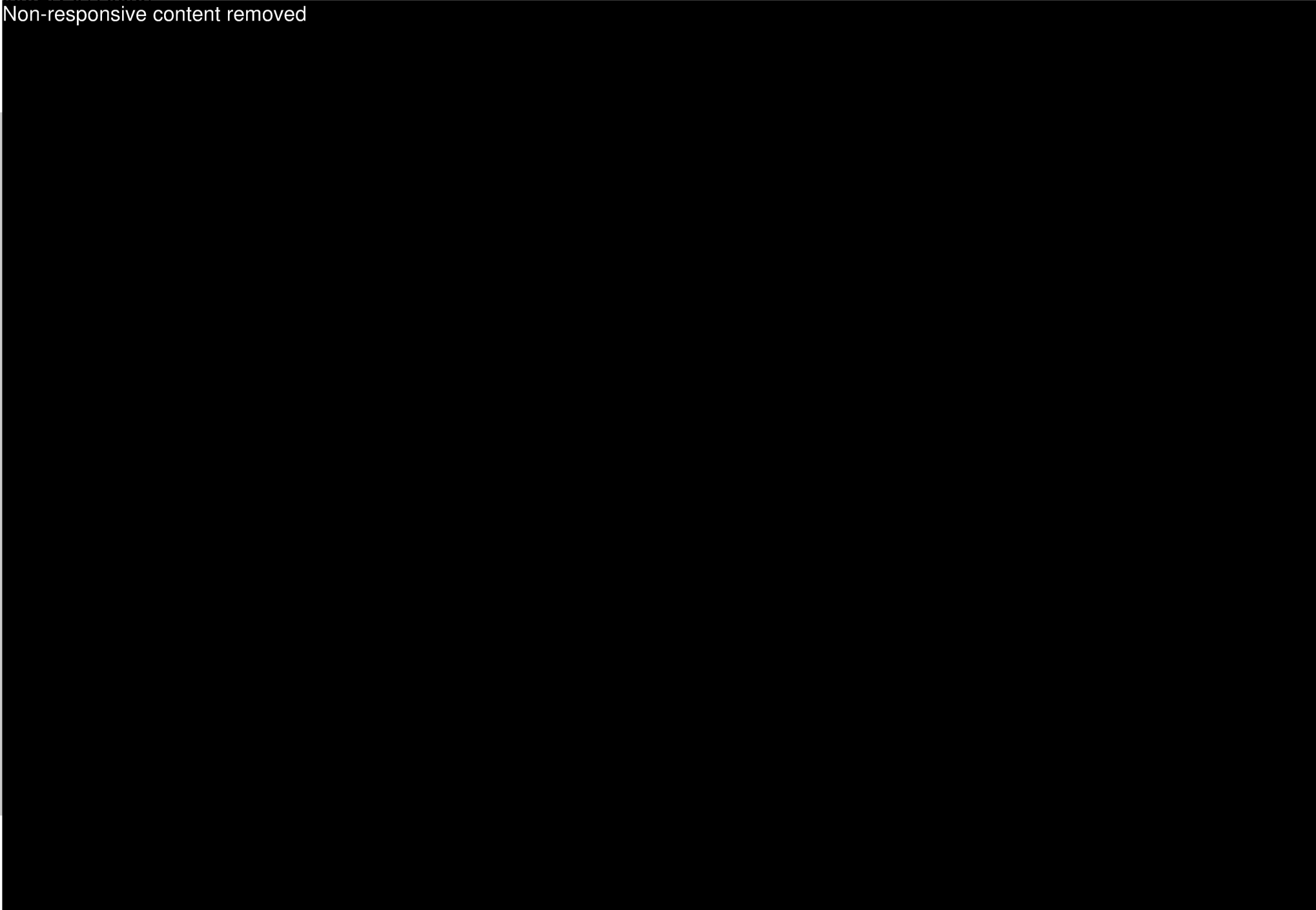
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I1003E-N-01705171

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# VOLKSWAGEN

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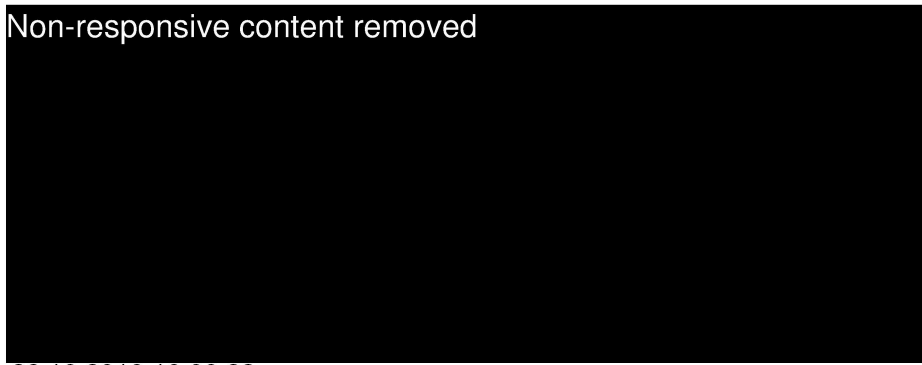


# VOLKSWAGEN

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



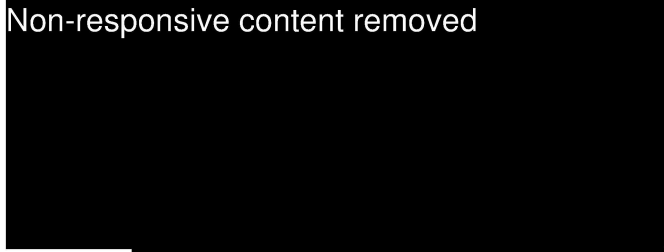
**Date:** 28.10.2010 10:00:23  
**Topic:** Non-starter VW/Audi – Suction valve strainer  
**Attachments:** [Status Nichtstarter VW-Audi CP4-IPN-2010-10-27.pdf](#)

Hello 

as discussed per phone, the breakdowns because of no-start, i.e. particle in the suction valve.  
I suppose we're in the same page that the high number of breakdowns is reason enough for the suction valve strainer.  
Please exhaustively (EUV etc) implement the suction-valve strainer at Bosch. (BIN5/EU4 will be launched in week 45/2010).  
⇒ Please report the planned introduction date.

For statistics:  
There may be some additional field breakdowns with the early 0-mile-breakdown-months of 2010.  
I don't know why Audi has more breakdowns than VW.

With best regards

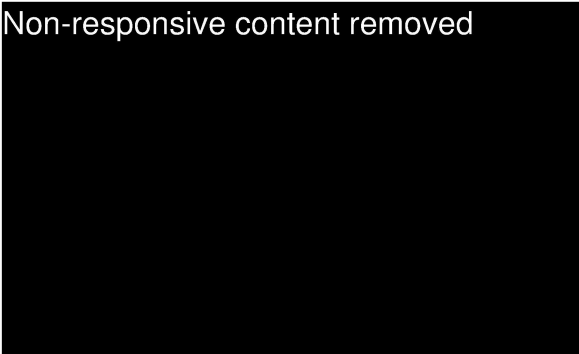


**From:** Non-responsive content removed  
**Sent:** Mittwoch, 27. Oktober 2010 19:47  
**To:** Non-responsive content removed  
**Cc:**  
**Topic:** Non-starter VW/Audi

Hello 

Here I send the requested information about the no-start topic.  
I was not able to calculate ppm-values in the short term, as I need delivery volumes from logistics .

Mit freundlichen Grüßen / Best regards



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

**CC:** [REDACTED]

**Date:** 11/11/2009, 10:01:12 AM

**Subject:** High-pressure fuel pump failure - [REDACTED] market - CURRENT situation 11/10/09

**Attachments:** [Technischefreigabe Hochdruckpumpe c.r. \[REDACTED\] KW Nr. .xls](#)  
[Ausfall Hochdruckpumpe .ppt](#)

Hello,

Please find attached:

Weekly report - high-pressure fuel pump CR failures - as of 11/10/2009

Report - by model/ECL/mileage/construction date of high-pressure fuel pump

Best regards

Non-responsive content removed  
[REDACTED]

<http://www.volkswagengroup.it>

[REDACTED]

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**From:** Non-responsive content removed

**To:**

**CC:**

**Date:** 1/26/2011, 9:14:00 AM

**Subject:** Re: QTS collective final report for CP4

Hello

Non-responsive content removed

The figures are not immediately applicable to other countries because there is a special situation in

The part numbers are:

- 03L 130 755 largely without index, but also other indices later
- 059 130 755 AB / AH / BB

Does this clarify things?

Best regards

Non-responsive content removed

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From: Non-responsive content removed  
Sent: Wednesday, January 26, 2011, 7:34 AM  
To: Non-responsive content removed  
Subject: Re: QTS collective final report for CP4

Good morning Non-responsive content removed

First of all, thank you for the comprehensive report. There are two questions that are relevant to my work. Firstly, are the results applicable to other markets and secondly, which part numbers are involved in the 600 pumps?

Best regards

Non-responsive content removed

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From: Non-responsive content removed  
Sent: Tuesday, January 25, 2011, 6:07 PM  
Non-responsive content removed

EA1 Non-responsive content removed

Subject: QTS collective final report for CP4

Hi all,

We have completed around 600 pumps with error key "Special Analysis" (or something like that) with an IT collective closing in QTS.

The analysis results with measures for all pumps during the 2008-2010 complaint period was compiled by Bosch (with my collaboration) for 668 pumps (499 V6 TDI and 169 R4 CR) in the attached report.

All other countries will be completed in individual processes.

Best regards

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AUDI AG

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**From:** Non-responsive content removed

**To:**

**CC:**

**Date:** 5/20/2011, 4:58:00 PM

**Subject:** Failure of high-pressure diesel fuel pump

**Attachments:** [Report Ausfall Hochdruckpumpe Diesel CR - Stand KW19.2011.xls](#)  
[EKP-Planung \[REDACTED\].xls](#)

Hello

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Non-responsive content removed asked me today when the software for the earlier activation of the EFP when starting the 4-cylinders would be ready, but I was not able to give him any information. I cannot judge how well the measure against failures in [REDACTED] is working, where the R4 has already passed the V6 in the absolute failure frequency (see attachment). I can say, however, that we do not know of any failures among the V6 gen. 2, which generally has an earlier activation of the EFP (and other engine changes). You can see when we started with the V6 gen. 2 in my CP4 status report. In any case, we will flash the software worldwide in all markets through a field action; for Q7 and B8 2.7l in the fuel-critical markets.

Regards,

Non-responsive content removed

**From:** Non-responsive content removed

**To:**

**CC:**

**Date:** 10/14/2011, 12:09:23 PM

**Subject:** R: Diss 33079733 "High-pressure fuel pump shavings"!

Dear

If your yellow-highlighted definition refers to the individual case transmitted through DISS, we agree completely.

At the same time, we wish to point out that we handled this single case correctly: determined cause "unsuitable fuel quality", which is why the damage was clearly not acknowledged as part of the warranty and the repair is to be carried out according to TSB – 2024560 Incorrect fueling of Diesel with C.R. Similar cases have occurred in low numbers with every model and independently of the fuel, and their cause definitely cannot be traced back to the product quality.

The current critical situation in our market is completely different, because we are seeing a constant increase in pump ruptures in 4-cylinder engines. Aside from the actual technical causes, Audi as the customer believes that the complaint is due to the product.

Our management will notify us regularly of the current situation.

I wish you a pleasant weekend.

With best regards

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Da: Non-responsive content removed

Inviato: venerdì 14 ottobre 2011 9.50

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Oggetto: Re: Diss 33079733 "High-pressure fuel pump shavings"!

Hello Non-responsive content removed

There is one thing we have to tell you explicitly:

As long as the fuel quality in your country remains as bad as it is, you will continue to have failures of the CP4 HP fuel pump!

It won't help you to (try to) carry out a field action for the 4-cylinder. In my opinion, the improvement through the RP1+ (C3.1 layer) is not serious enough to justify a 100% exchange of all Audi R4 pumps.

Please forward this information to your management. Please also forward the information that I sent you some time ago on the topic of "Petroleum industry in [redacted] / Bosch".

Best regards

Non-responsive content removed



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From: Non-responsive content removed

Sent: Friday, October 14, 2011, 8:26 AM

Non-responsive content removed

Re: Diss 33079733 "High-pressure fuel pump shavings"!

Hello

Here is a damaged RP2 high-pressure fuel pump from [REDACTED] Please have a look at the MU! => rust?

<< File: Report.aspx.pdf >> << File: Dia 8R8BA076886.pdf >>

Hello

have you more information? fuel quality? pump position?.....

Where is this pump?

Is this a customer fault?

Best regards,

Non-responsive content removed

Non-responsive content removed

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

**CC:**

**Date:** 02/04/2010 6:35:58 PM

**Subject:** Re: Mappe1.xls

**Attachments:** [Mappe1.xls](#)

There you go, going like clockwork and not even 1.5 hours since my inquiry - good response time.

But at first glance, the numbers show that we aren't much better in [redacted] than the AUDIs . We will do the detailed analysis tomorrow. By the way, AUDI will start series production with the anti-wear package 1 in WK10/10.

I expect the same of us, just so you know. Please summon a couple of BOSCH people on Tuesday who can commit to statements to answer these questions; I don't just want to see [redacted] stumbling around. Bring me some management meat from BOSCH.

Best regards,

Non-responsive content removed

> \_\_\_\_\_  
> From: Non-responsive content removed  
> Sent: Thursday, February 04, 2010, 5:22 PM  
> Non-responsive content removed  
> Subject: Mappe1.xls  
>  
>  
>  
> Hello Non-responsive content removed  
>  
> The tables contain additional details, such as the number of units sold. >  
>  
> Regards, Non-responsive content removed

EA11003EN-0184910 Non-responsive content removed

From:

To:

CC:

Date: 9/15/2010, 5:06:00 PM

Subject: Re: High-pressure fuel pump no roller function,

BD Attachments: Info für Non-responsive content removed 10.09.10.ppt

[Einsatzdaten Robustheitspaket 1.xls](#)

Hello Non-responsive content removed

Here is an overview of the changes, which Non-responsive content removed also received last week.

It has not been handled by the Quality Circle yet, however; this subject is reported on quarterly (approximately) in front of Messrs. Non-responsive content removed

The next meeting is today.

Best regards

Non-responsive content removed

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HRB Nr./Commercial Register No.: 1

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

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

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From: Non-responsive content removed

Sent: Tuesday, September 14, 2010, 7:28 AM

Non-responsive content removed

Subject: Re: High-pressure fuel pump no roller function, BD

Hello [Non-responsive content removed]

Has the subject been discussed at the Q Circle? Is there anything like an action plan with timeline?

Thanks in advance.

Regards, [Non-responsive content removed]

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From: [Non-responsive content removed]

Sent: Thursday, September 09, 2010, 3:51 PM

[Non-responsive content removed]

Subject: Re: High-pressure fuel pump no roller function, BD

Hello [Non-responsive content removed]

The high-pressure fuel pump has drivetrain damage.

There isn't much of the failure vehicle that we could analyze to help us further; we can only exchange the pump and its entire shaving-soiled system.

This problem has existed for nearly 3 years and a task force consisting of Bosch and Audi employees, of which I am a member and which deals with this problem almost exclusively, was formed nearly a year ago.

There have been thousands of failures particularly in critical-fuel markets, as well as thousands more in the factories.

We report regularly to top management and the management boards; a Bosch meeting with Mr. [redacted] is scheduled for next week.

The objective is to make the CP4 pump more robust, but this is very, very difficult.

I'm afraid that's the situation.

Best regards

[Non-responsive content removed]

---

From: [Non-responsive content removed]

Sent: Thursday, September 09, 2010, 3:16 PM

[Non-responsive content removed]

Subject: High-pressure fuel pump no roller function, BD  
Importance: High

Hello

Non-responsive content removed

What do you suggest as the next step for this breakdown? The MU is full of shavings. Should we tell **Non-responsive content removed** everything since the inception of this problem? Could you please support us and calm things down a bit?

Thanks in advance for your feedback.

Regards

Non-responsive content removed

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From: **Non-responsive content removed**

Sent: Thursday, September 09, 2010 2:58 PM

**Non-responsive content removed**

Subject: High-pressure fuel pump does not work

Importance: High

Sincerely yours

**Non-responsive content removed**

---

From: Non-responsive content removed  
Sent: Thursday, September 09, 2010 2:27 PM

Non-responsive content removed

Subject: Re: Breakdown, high-pressure fuel pump does not work; Importance: High

Hello Non-responsive content removed

We have a breakdown with a Bosch HPP, see below. What do you or AHM plan to do? The vehicle is currently with Non-responsive content removed

Thanks in advance.

Regards, Non-responsive content removed

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From: Non-responsive content removed  
Sent: Thursday, September 09, 2010, 11:17 AM

Non-responsive content removed

Betreff: Breakdown, high-pressure fuel pump does not work

Hello Non-responsive content removed

I have an A3 2.0 TDI breakdown 8P 2 BA 044062 here.

The high-pressure fuel pump does not build up any pressure.

Aluminum chips in the pump

See photo

Do you want to have a look at the vehicle with the pump supplier? Please provide feedback.

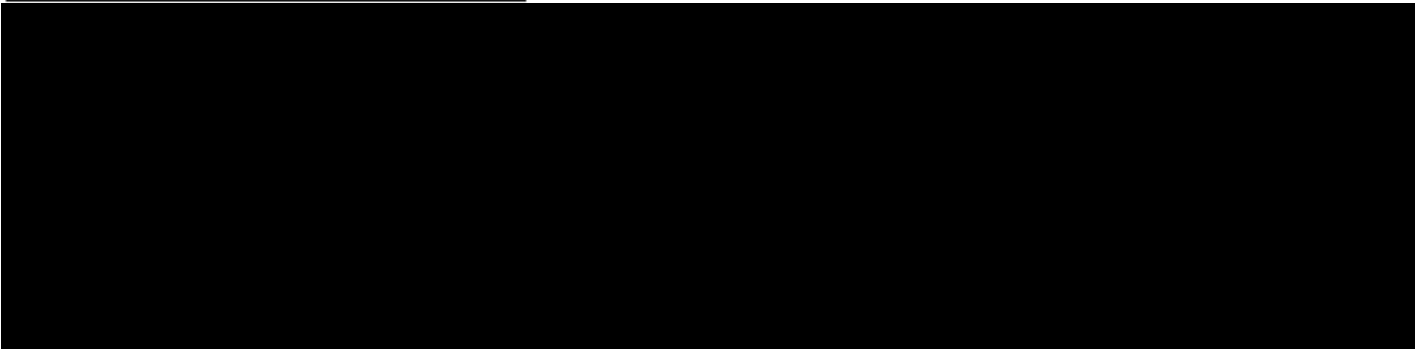
Regards, Non-responsive content removed

< File: P1010037.JPG >> < File: P1010038.JPG >>

With best wishes

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Non-responsive content removed



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

**Date:** 5/20/2011, 4:58:18 PM  
**Subject:** Failure of high-pressure diesel fuel pump  
**Attachments:** [Report Ausfall Hochdruckpumpe Diesel CR - Stand KW19.2011.xls](#)  
[EKP-Planung \[REDACTED\].xls](#)

Hello

Non-responsive content removed

Non-responsive content removed asked me today when the software for the earlier activation of the EFP when starting the 4-cylinders would be ready, but I was not able to give him any information. I cannot judge how well the measure against failures in [REDACTED] is working, where the R4 has already passed the V6 in the absolute failure frequency (see attachment).

Non-responsive content removed

In any case, we will flash the software worldwide in all markets through a field action; for Q7 and B8 2.7l in the fuel-critical markets.

Regards,

Non-responsive content removed

**From:**  
**To:**  
**CC:**

Non-responsive content removed

**Date:** 01.21.2008 09:53.00 AM  
**Subject:** Re: Audi A4, 4 Report on market launch  
**Attachments:** [4. Anlaufbericht A4 Lim.pdf](#)

Hello Non-responsive content removed

Please call me to inform me about who should prepare the TR and when.  
I'm on-site in Non-responsive content removed on 01.29. to conduct the zero-defect meeting.  
Subject: Assembly processes and cleanliness of the high-pressure fuel pump CP4 for new CR systems EU5.

>Best regards

>

Non-responsive content removed

>

>From: Non-responsive content removed

>Sent: Monday, January 21, 2008 7:41 AM

Non-responsive content removed

>Subject: Re: Audi A4, 4 Report on market launch

>

>For your information:

>

Non-responsive content removed

>

>Non-responsive content removed concerning HPP, process verification is required in accordance with technical audit!

>

>With best wishes

>

Non-responsive content removed

EA110005N0000071  
Non-responsive content removed

[Redacted]

n  
hagen,

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>

>  
Non-responsive content removed

>Sent: Freitag, 18. Januar 2008 05:53 PM

Non-responsive content removed

EA1 Non-responsive content removed



>Subject: Audi A4, 4 Report on market launch

>

>Dear Sir/Madam,

>

>The appendix includes the 4<sup>th</sup> report on the market launch of AU A4 (B8 Limousine).

>

>

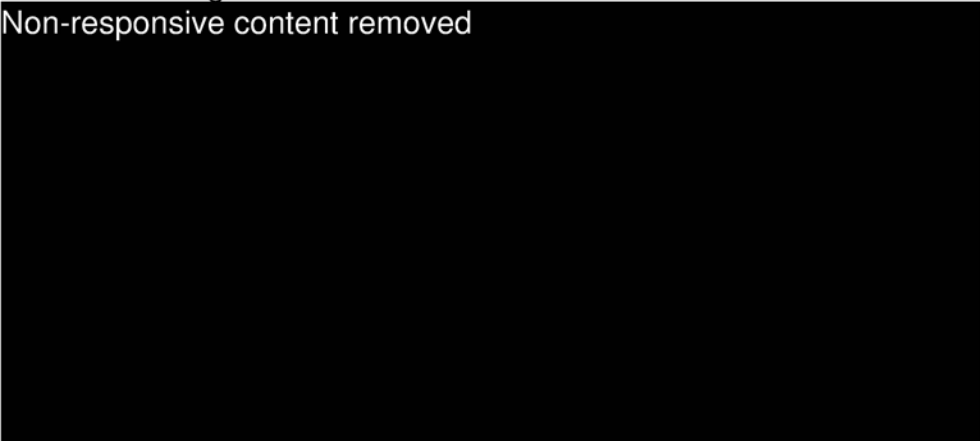
>

>

>

>With best regards

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, Ralph Weyler, Werner Widuckel

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## Instruction for wrong fueling of diesel unit of vehicles of Volkswagen AG.

### 1. Case of wrong fueling

The vehicle was wrongly fueled with a fuel that deviates from the approved standards for diesel fuel.

The error was noticed BEFORE starting the engine and the engine was NOT started, A VW service partner was contacted and the vehicle was brought to a VW workshop. Therefore, it is assumed that the contaminated fuel has not penetrated into the fuel line system, but is only in the tank.

#### Fault remedy:

- 1.0 Emptying the contaminated fuel from the tank via the filler neck as much as possible
- 1.1 Removing the flow line from the fuel pump in the tank
- 1.2 Extending the pump connection for the flow with appropriate line and lead to a separate container
- 1.3 Removing the connector on the inline EFP (if vehicle is equipped with in-line EFP in the engine compartment to prevent damage through a dry run on the component)
- 1.4 Using the diagnostic tester and controlling the venting function of the fuel supply system, engine **OFF**
- 1.5 Repeating the venting procedure until the fuel tank is completely emptied. To this end, the ignition may have to be turned off and restarted.
- 1.6 Filling the fuel tank with 5 liters of diesel fuel and repeat points 1.4 - 1.5.
- 1.7 Connecting the flow line to the fuel pump in the tank
- 1.8 Filling up the vehicle with diesel fuel
- 1.9 Perform test drive



## 2. Case of wrong fueling

The vehicle was wrongly fueled with a fuel that deviates from the approved standards for diesel fuel.

However, the error was noticed only after the starting the engine. The contaminated or incorrect fuel enters completely into the fuel supply system within a few seconds and reaches all high-pressure components of the injection system.

A VW service partner was contacted and the vehicle was brought to a VW workshop.

### Fault remedy:

- 2.0 Emptying the contaminated fuel from the tank via the filler neck as much as possible
- 2.1 Removing the return line (coming from the engine) from the fuel pump in the tank
- 2.2 Extending the return line with the appropriate line and lead into a separate container
- 2.3 Using the diagnostic tester (VAS ...) and controlling the venting function of the low-pressure system, engine **OFF**
- 2.4 Repeating the venting procedure, if necessary, until the fuel tank is completely emptied. To this end, the ignition may have to be turned off and restarted.
- 2.5 Checking tank for contamination and chips and cleaning, if necessary
- 2.6 Filling the fuel tank with 5 liters of diesel fuel
- 2.7 Using the diagnostic tester (VAS ...) and controlling the venting function of the low-pressure system, engine **OFF**
- 2.8 Repeating the venting procedure, if necessary, until the fuel tank is completely emptied. To this end, the ignition may have to be turned off and restarted.
- 2.9 Replacing the fuel filter
- 2.10 Replacing all high-pressure components (high-pressure pump, all lines, assembly of fuel distributor bar including pressure control valve and rail pressure sensor, injectors, injector fuel return line)
- 2.11 Connecting the return line to the fuel pump in the tank
- 2.12 Filling up the vehicle with diesel fuel
- 2.13 Using VAS - diagnostic tester, control the venting function, engine **OFF**  
→ Refilling / venting of the fuel supply system
- 2.14 Starting the engine. Engine should restart within 30 s or less
- 2.15 Perform test drive



---

### Justification, explanation, background

Wrong fueling may lead to irreversible damage to the high-pressure components, particularly the high-pressure pump.

The bearings and the cam/roller/roller support pairing or eccentric ring/ tappet assembly of the camshaft/eccentric shaft of the HPP are lubricated by diesel fuel. If the lubricity of the fuel is reduced, damage to the HPP may occur in the form of seizures with particle entrainment. As a result of particle entry into the fuel, all the downstream components are irreversibly contaminated. Consequential damages to the injectors and the pressure control valve are confirmed.

The probability of actual occurrence of damage to the high-pressure pump due to lack of lubrication depends upon several factors:

1. Degree of dilution of the diesel fuel and/or the degree of reduction of lubricity
2. Temperature: The higher the fuel temperature, the lower is the viscosity of the fuel → decrease in lubricity
3. Operating time: The longer the engine runs with lack of lubrication, the greater is the risk of primary damage to the HPP

The likelihood of damage to high-pressure components due to wrong fueling is not quantifiable.

However, there is a gray zone between the above two cases of wrong fueling, as damage cannot be assessed externally without an analysis of the HP component.

At e.g. short operating time (a few minutes), low fuel temperature (immediately following restart after long stand times) and/or only slight admixture of wrong fuel (more than 70% diesel fuel in the tank), it is likely that the HP component has not sustained any permanent damage.

However, this cannot be guaranteed in any case!

Moreover, as there is an enormous difference between the two cases in the expenses incurred by the customer, while rejecting the warranty for all consequential damage the customer could be given the opportunity by Volkswagen AG to perform a less costly repair also in the 2<sup>nd</sup> case of wrong fueling.



That could mean, for example:

1. The fuel system is only flushed and the fuel filter replaced (corresponds to case 2 excluding section 2.9).  
Remove suction control valve (metering unit) on the HPP and check the installation space and the suction control valve for chips. € Note: Since the warranty has already expired due to wrong fueling, this test can be performed easily.  
→ Unfavorable case:  
In case of damage to the HPP, this will fail sooner or later, and damage the components downstream to the HP system due to particle production - € double repair, costs, effort, etc.  
→ Favorable case:  
If the HPP has not sustained any damage due to wrong fueling, the engine will not fail due to wrong fueling.
2. The HPP is only replaced (case 2 in section 2.9), assuming that the "old" pump is damaged, but has not discharged any significant particles (number and size) in the other HP system.  
→ Unfavorable case:  
A subsequent failure of injectors and/or pressure control valve must be considered.  
→ Favorable case:  
Injectors and pressure control valve are and remain intact.

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Volkswagen AG

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 Connection offline

## Tech service bulletin

<b>Engine</b>	Engine stops, data memory P 0087, P 0088, chips in the fuel system common Rail TDI EU 5
<b>Market</b>	worldwide all (1WA)
<b>Market</b>	Audi
<b>Process no.</b>	2020693/1
<b>Level</b>	GH
<b>Status</b>	released for production
<b>Release date</b>	05.27.2009

### Customer codes

ID	Module	Damage group	Coarse code	Medium code	Fine code
010101	Engine unit	function	Engine problems with starting behavior	*	*
010102	Engine unit	function	Engine problems while driving	*	*
010106	Engine unit	function	Power shortage	*	*

### Workshop codes

ID	module	subgroup	component	Damage class
0121131003	engine	Area Fuel conditioning – Injection – Diesel	High-pressure pump	increased wear / increased use / damage

### Customer coding new

Complaint object	complaint type	location
Engine ->engine operation ->engine start	Function ->without function	
Engine ->Engine operation ->performance characteristics >engine power ->	Functionality ->too slow	
Information, navigation, communication, entertainment ->symbolic Fault displays ->fault display for engine management (diesel)	Functionality ->responds	
Information, navigation, communication, entertainment ->symbolic Fault displays ->fault display for exhaust control system	Functionality ->responds	

### Workshop coding new

Complaint object	complaint type	location
Engine ->Fuel supply ->High-pressure fuel pump	component, operating supplies ->damaged	

## Vehicle data

### A4, A5, Q5, A6, Q7 Common Rail TDI EU 5

#### Sales types

Type	MY	Brand	Name	ECL	GCL	GCLA

EA11003EN-02054[1]

*	2008	A		CAS*	*	*
*	2008	A		CAT*	*	*
*	2009	A		CAS*	*	*
*	2009	A		CAT*	*	*
4F202C	2009	A	A6 Sed. TDI2.0 R4120	CAHB	HCK	-
4F202H	2009	A	A6 Sed. TDI2.0 R4120	CAHB	LDV	-
4F207L	2009	A	A6 Sed. q TDI3.0 V615	CDYB	KJC	HNL
4F207L	2009	A	A6 Sed. q TDI3.0 V615	CDYB	KJD	HNN
4F20CC	2009	A	A6 Sed. TDI2.7 V6120	CANB	JME	-
4F20CH	2009	A	A6 Sed. TDI2.7 V6120	CANB	LDU	-
4F20CL	2009	A	A6 Sed. q TDI2.7 V612	CAND	LWC	HNL
4F20CL	2009	A	A6 Sed. q TDI2.7 V612	CAND	LWD	HNN
4F20HC	2009	A	Sed. TDI2.0 R4100 M6	CAGB	JEM	-
4F20HC	2009	A	Sed. TDI2.0 R4100 M6	CAGB	JWS	-
4F20HH	2009	A	A6 Sed. TDI2.0 R4100	CAGB	LDQ	-
4F20XC	2009	A	A6 Sed. TDI2.7 V6140	CANA	JME	-
4F20XH	2009	A	A6 Sed. TDI2.7 V6140	CANA	LDU	-
4F20XL	2009	A	A6 Sed. q TDI2.7 V614	CANC	LWC	HNL
4F20XL	2009	A	A6 Sed. q TDI2.7 V614	CANC	LWD	HNN
4F20Y9	2009	A	A6 Sed. q TDI3.0 V617	CDYC	JMJ	JKN
4F20Y9	2009	A	A6 Sed. q TDI3.0 V617	CDYC	KRS	ETS
4F20Y9	2009	A	A6 Sed. q TDI3.0 V617	CDYC	KRS	JKN
4F20YL	2009	A	A6 Sed. q TDI3.0 V617	CDYA	KJC	HNL
4F20YL	2009	A	A6 Sed. q TDI3.0 V617	CDYA	KJD	HNN
4F20ZC	2009	A	A6 Sed. TDI2.0 R4125	CAHA	HCK	-
4F20ZH	2009	A	A6 Sed. TDI2.0 R4125	CAHA	LDV	-
4F2EHC	2009	A	A6 Sed. TDI2.0e R4100	CAGB	JEM	-
4F2EHC	2009	A	A6 Sed. TDI2.0e R4100	CAGB	JWS	-
4F2MXH	2009	A	A6 Sed. TDI2.7 V6140	CANA	LDU	-
4F2MYL	2009	A	A6 Sed. q TDI3.0INV61	CDYA	KJC	HNL
4F2MYL	2009	A	A6 Sed. q TDI3.0INV61	CDYA	KJD	HNN
4F502C	2009	A	A6 Avant TDI2.0 R4120	CAHB	HCK	-
4F502H	2009	A	A6 Avant TDI2.0 R4120	CAHB	LDV	-
4F507L	2009	A	A6 Ava. q TDI3.0 V615	CDYB	KJC	HNL
4F507L	2009	A	A6 Ava. q TDI3.0 V615	CDYB	KJD	HNN
4F50CC	2009	A	A6 Avant TDI2.7 V6120	CANB	JME	-
4F50CH	2009	A	A6 Avant TDI2.7 V6120	CANB	LDU	-
4F50CL	2009	A	A6 Ava. q TDI2.7 V612	CAND	LWC	HNL
4F50CL	2009	A	A6 Ava. q TDI2.7 V612	CAND	LWD	HNN
4F50HC	2009	A	A6 Avant TDI2.0 R4100	CAGB	JEM	-
4F50HC	2009	A	A6 Avant TDI2.0 R4100	CAGB	JWS	-
4F50HH	2009	A	A6 Avant TDI2.0 R4100	CAGB	LDQ	-
4F50XC	2009	A	A6 Avant TDI2.7 V6140	CANA	JME	-

EA11003EN-02054[2]

4F50XH	2009	A	A6 Avant TDI2.7 V6140	CANA	LDU	-
4F50XL	2009	A	A6 Av.q. TDI 2.7 V614	CANC	KPJ	HNL
4F50XL	2009	A	A6 Av.q. TDI 2.7 V614	CANC	KPK	HNN
4F50XL	2009	A	A6 Av.q. TDI 2.7 V614	CANC	LWC	HNL
4F50XL	2009	A	A6 Av.q. TDI 2.7 V614	CANC	LWD	HNN
4F50Y9	2009	A	A6 Ava. q TDI3.0 V617	CDYC	JMJ	JKN
4F50Y9	2009	A	A6 Ava. q TDI3.0 V617	CDYC	KRS	JKN
4F50Y9	2009	A	A6 Ava. q TDI3.0 V617	CDYC	KRS	ETS
4F50YL	2009	A	A6 Av.q. TDI 3.0 V617	CDYA	KJC	HNL
4F50YL	2009	A	A6 Av.q. TDI 3.0 V617	CDYA	KJD	HNN
4F50ZC	2009	A	A6 Avant TDI2.0 R4125	CAHA	HCK	-
4F50ZH	2009	A	A6 Avant TDI2.0 R4125	CAHA	LDV	-
4F5EHC	2009	A	A6 Avant TDI2.0e R410	CAGB	JEM	-
4F5EHC	2009	A	A6 Avant TDI2.0e R410	CAGB	JWS	-
4FH07L	2009	A	allroad q TDI3.0 V615	CDYB	KJC	HNL
4FH07L	2009	A	allroad q TDI3.0 V615	CDYB	KJD	HNN
4FH0CL	2009	A	allroad q TDI2.7 V612	CAND	LWC	HNL
4FH0CL	2009	A	allroad q TDI2.7 V612	CAND	LWD	HNN
4FH0XL	2009	A	allroad q TDI2.7 V614	CANC	LWC	HNL
4FH0XL	2009	A	allroad q TDI2.7 V614	CANC	LWD	HNN
4FH0Y9	2009	A	allroad q TDI3.0 V617	CDYC	JMJ	JKN
4FH0Y9	2009	A	allroad q TDI3.0 V617	CDYC	KRS	ETS
4FH0Y9	2009	A	allroad q TDI3.0 V617	CDYC	KRS	JKN
4FH0YL	2009	A	allroad q TDI3.0 V617	CDYA	KJD	HNN
4FH0YL	2009	A	allroad q TDI3.0 V617	CDYA	KJC	HNL
4L*	2008	A		CASA	*	*
4L*	2008	A		CASB	*	*
4L*	2009	A		CASA	*	*
4L*	2009	A		CASB	*	*
4L*	2010	A		CASA	*	*
4L*	2010	A		CASB	*	*
8F70CC	2010	A	A5 Convertible TDI2.7 V614	CGKA	KXQ	-
8F70CH	2010	A	A5 Convertible TDI2.7 V614	CGKA	L TZ	-
8F70HY	2010	A	A5 Cab.q. TDI3.0 V617	CCWA	LHJ	MBV
8F70HY	2010	A	A5 Cab.q. TDI3.0 V617	CCWA	MDS	MBV
8F70HY	2010	A	A5 Cab.q. TDI3.0 V617	CCWA	LJB	MBV
8F70HY	2010	A	A5 Cab.q. TDI3.0 V617	CCWA	LWK	JKS
8F70HY	2010	A	A5 Cab.q. TDI3.0 V617	CCWA	LWK	MBV
8F70HY	2010	A	A5 Cab.q. TDI3.0 V617	CCWA	MDS	JKS
8F70HY	2010	A	A5 Cab.q. TDI3.0 V617	CCWA	LHJ	LFU
8F70HY	2010	A	A5 Cab.q. TDI3.0 V617	CCWA	LHJ	JKS
8F70HY	2010	A	A5 Cab.q. TDI3.0 V617	CCWA	LJB	JKS
8F70RC	2010	A	A5 Convertible TDI2.0 R412	CAHA	LLQ	-

8K20CC	2009	A	A4 Sed. TDI2.7 V6140	CGKA	LDC	-
8K20CC	2009	A	A4 Sed. TDI2.7 V6140	CGKA	KXQ	-
8K20CH	2008	A	A4 Sed. TDI2.7 V6140	CAMA	KSS	-
8K20CH	2008	A	A4 Sed. TDI2.7 V6140	CAMA	LAU	-
8K20CH	2009	A	A4 Sed. TDI2.7 V6140	CAMA	KSS	-
8K20CH	2009	A	A4 Sed. TDI2.7 V6140	CGKA	LTZ	-
8K20CH	2009	A	A4 Sed. TDI2.7 V6140	CGKA	LAU	-
8K20CH	2009	A	A4 Sed. TDI2.7 V6140	CAMA	LAU	-
8K20CH	2009	A	A4 Sed. TDI2.7 V6140	CGKA	LKY	-
8K20H9	2009	A	A4 Sed.q. TDI3.0 V617	CCWA	KUN	JKS
8K20H9	2009	A	A4 Sed.q. TDI3.0 V617	CCWA	LDD	JKQ
8K20H9	2009	A	A4 Sed.q. TDI3.0 V617	CCWA	KMU	MBW
8K20H9	2009	A	A4 Sed.q. TDI3.0 V617	CCWA	LPD	JKQ
8K20H9	2009	A	A4 Sed.q. TDI3.0 V617	CCWA	LPD	MBW
8K20H9	2009	A	A4 Sed.q. TDI3.0 V617	CCWA	LPF	JKS
8K20H9	2009	A	A4 Sed.q. TDI3.0 V617	CCWA	LDE	JKS
8K20H9	2009	A	A4 Sed.q. TDI3.0 V617	CCWA	KMU	LGH
8K20H9	2009	A	A4 Sed.q. TDI3.0 V617	CCWA	KMU	JKQ
8K20HL	2009	A	A4 Sed.q. TDI3.0 V617	CCWA	LMK	LFW
8K20HL	2009	A	A4 Sed.q. TDI3.0 V617	CCWA	LMK	KCC
8K20HL	2009	A	A4 Sed.q. TDI3.0 V617	CCWA	KXS	LFW
8K20HL	2009	A	A4 Sed.q. TDI3.0 V617	CCWA	KXS	KCC
8K20PC	2009	A	A4 Sed. TDI2.0 R4 88	CAGC	LEB	-
8K20PC	2009	A	A4 Sed. TDI2.0 R4 88	CAGC	LLM	-
8K20PC	2009	A	A4 Sed. TDI2.0 R4 88	CAGC	LLW	-
8K20Q9	2009	A	A4 Sed. q.TDI2.0 R410	CAGA	LSD	JKR
8K20Q9	2009	A	A4 Sed. q.TDI2.0 R410	CAGA	LRW	JKP
8K20Q9	2009	A	A4 Sed. q.TDI2.0 R410	CAGA	LLZ	JKR
8K20Q9	2009	A	A4 Sed. q.TDI2.0 R410	CAGA	LLP	JKP
8K20Q9	2009	A	A4 Sed. q.TDI2.0 R410	CAGA	LHM	JKP
8K20Q9	2009	A	A4 Sed. q.TDI2.0 R410	CAGA	KLU	JKR
8K20QC	2008	A	A4 Sed. TDI2.0 R4105	CAGA	JJG	-
8K20QC	2008	A	A4 Sed. TDI2.0 R4105	CAGA	LLN	-
8K20QC	2008	A	A4 Sed. TDI2.0 R4105	CAGA	LCV	-
8K20QC	2008	A	A4 Sed. TDI2.0 R4105	CAGA	KXP	-
8K20QC	2009	A	A4 Sed. TDI2.0 R4105	CAGA	LCV	-
8K20QC	2009	A	A4 Sed. TDI2.0 R4105	CAGA	JJG	-
8K20QC	2009	A	A4 Sed. TDI2.0 R4105	CAGA	LLN	-
8K20QC	2009	A	A4 Sed. TDI2.0 R4105	CAGA	KXP	-
8K20QH	2008	A	A4 Sed. TDI2.0 R4105	CAGA	LAT	-
8K20QH	2008	A	A4 Sed. TDI2.0 R4105	CAGA	LLA	-
8K20QH	2008	A	A4 Sed. TDI2.0 R4105	CAGA	KSR	-
8K20QH	2009	A	A4 Sed. TDI2.0 R4105	CAGA	KSR	-

8K20QH	2009	A	A4 Sed. TDI2.0 R4105	CAGA	LAT	-
8K20QH	2009	A	A4 Sed. TDI2.0 R4105	CAGA	LLA	-
8K20R9	2009	A	A4 Sed.q. TDI2.0 R412	CAHA	LMA	JKR
8K20R9	2009	A	A4 Sed.q. TDI2.0 R412	CAHA	LRV	JKP
8K20R9	2009	A	A4 Sed.q. TDI2.0 R412	CAHA	LSE	JKR
8K20R9	2009	A	A4 Sed.q. TDI2.0 R412	CAHA	LLR	JKP
8K20R9	2009	A	A4 Sed.q. TDI2.0 R412	CAHA	LCZ	JKP
8K20R9	2009	A	A4 Sed.q. TDI2.0 R412	CAHA	KXM	JKP
8K20R9	2009	A	A4 Sed.q. TDI2.0 R412	CAHA	KLX	JKR
8K20RC	2008	A	A4 Sed. TDI2.0 R4125	CAHA	JST	-
8K20RC	2008	A	A4 Sed. TDI2.0 R4125	CAHA	KLS	-
8K20RC	2008	A	A4 Sed. TDI2.0 R4125	CAHA	LCY	-
8K20RC	2008	A	A4 Sed. TDI2.0 R4125	CAHA	LLQ	-
8K20RC	2009	A	A4 Sed. TDI2.0 R4125	CAHA	JST	-
8K20RC	2009	A	A4 Sed. TDI2.0 R4125	CAHA	KLS	-
8K20RC	2009	A	A4 Sed. TDI2.0 R4125	CAHA	LCY	-
8K20RC	2009	A	A4 Sed. TDI2.0 R4125	CAHA	LLQ	-
8K20UL	2009	A	A4 Sed.q. TDI3.0 V617	CCLA	KXS	KCC
8K20UL	2009	A	A4 Sed.q. TDI3.0 V617	CCLA	KXS	LFW
8K20UL	2009	A	A4 Sed.q. TDI3.0 V617	CCLA	LMK	KCC
8K20UL	2009	A	A4 Sed.q. TDI3.0 V617	CCLA	LMK	LFW
8K20VH	2008	A	A4 Sed. TDI2.7 V6120	CAMB	LAU	-
8K20VH	2008	A	A4 Sed. TDI2.7 V6120	CAMB	KSS	-
8K20VH	2009	A	A4 Sed. TDI2.7 V6120	CGKB	LKY	-
8K20VH	2009	A	A4 Sed. TDI2.7 V6120	CGKB	LTZ	-
8K20VH	2009	A	A4 Sed. TDI2.7 V6120	CGKB	LAU	-
8K20WL	2009	A	A4 Sed.q. TDI3.0 V615	CCWB	LMK	LFW
8K20WL	2009	A	A4 Sed.q. TDI3.0 V615	CCWB	LMK	KCC
8K20WL	2009	A	A4 Sed.q. TDI3.0 V615	CCWB	KXS	LFW
8K20WL	2009	A	A4 Sed.q. TDI3.0 V615	CCWB	KXS	KCC
8K20YC	2008	A	A4 Sed. TDI2.0 R4100	CAGB	LLM	-
8K20YC	2008	A	A4 Sed. TDI2.0 R4100	CAGB	JJG	-
8K20YC	2008	A	A4 Sed. TDI2.0 R4100	CAGB	KXP	-
8K20YC	2008	A	A4 Sed. TDI2.0 R4100	CAGB	LCV	-
8K20YC	2008	A	A4 Sed. TDI2.0 R4100	CAGB	LLN	-
8K20YC	2009	A	A4 Sed. TDI2.0 R4100	CAGB	KXP	-
8K20YC	2009	A	A4 Sed. TDI2.0 R4100	CAGB	JJG	-
8K20YC	2009	A	A4 Sed. TDI2.0 R4100	CAGB	LLN	-
8K20YC	2009	A	A4 Sed. TDI2.0 R4100	CAGB	LLM	-
8K20YC	2009	A	A4 Sed. TDI2.0 R4100	CAGB	LCV	-
8K20YH	2008	A	A4 Sed. TDI2.0 R4100	CAGB	LAT	-
8K20YH	2008	A	A4 Sed. TDI2.0 R4100	CAGB	LLA	-
8K20YH	2008	A	A4 Sed. TDI2.0 R4100	CAGB	KSR	-

8K20YH	2009	A	A4 Sed. TDI2.0 R4100	CAGB	LLA	-
8K20YH	2009	A	A4 Sed. TDI2.0 R4100	CAGB	KSR	-
8K20YH	2009	A	A4 Sed. TDI2.0 R4100	CAGB	LAT	-
8K20ZC	2009	A	A4 Sed. TDI2.0 R4120	CAHB	JST	-
8K20ZC	2009	A	A4 Sed. TDI2.0 R4120	CAHB	KLS	-
8K20ZC	2009	A	A4 Sed. TDI2.0 R4120	CAHB	LCY	-
8K20ZC	2009	A	A4 Sed. TDI2.0 R4120	CAHB	LLQ	-
8K2MQH	2009	A	A4 Sed. TDI2.0 R4105	CAGA	KSR	-
8K2MQH	2009	A	A4 Sed. TDI2.0 R4105	CAGA	LLA	-
8K2MQH	2009	A	A4 Sed. TDI2.0 R4105	CAGA	LAT	-
8K50CC	2009	A	A4 Avant TDI2.7 V6140	CGKA	LDC	-
8K50CC	2009	A	A4 Avant TDI2.7 V6140	CGKA	KXQ	-
8K50CH	2009	A	A4 Avant TDI2.7 V6140	CAMA	LAU	-
8K50CH	2009	A	A4 Avant TDI2.7 V6140	CAMA	KSS	-
8K50CH	2009	A	A4 Avant TDI2.7 V6140	CGKA	LAU	-
8K50CH	2009	A	A4 Avant TDI2.7 V6140	CGKA	LKY	-
8K50CH	2009	A	A4 Avant TDI2.7 V6140	CGKA	LTZ	-
8K50H9	2009	A	A4 Ava.q. TDI3.0 V617	CCWA	KUN	JKS
8K50H9	2009	A	A4 Ava.q. TDI3.0 V617	CCWA	KMU	MBW
8K50H9	2009	A	A4 Ava.q. TDI3.0 V617	CCWA	KMU	LGH
8K50H9	2009	A	A4 Ava.q. TDI3.0 V617	CCWA	KMU	JKQ
8K50H9	2009	A	A4 Ava.q. TDI3.0 V617	CCWA	LDD	JKQ
8K50H9	2009	A	A4 Ava.q. TDI3.0 V617	CCWA	LPF	JKS
8K50H9	2009	A	A4 Ava.q. TDI3.0 V617	CCWA	LPD	MBW
8K50H9	2009	A	A4 Ava.q. TDI3.0 V617	CCWA	LPD	JKQ
8K50H9	2009	A	A4 Ava.q. TDI3.0 V617	CCWA	LDE	JKS
8K50HL	2009	A	A4 Ava.q. TDI3.0 V617	CCWA	KXS	KCC
8K50HL	2009	A	A4 Ava.q. TDI3.0 V617	CCWA	KXS	LFW
8K50HL	2009	A	A4 Ava.q. TDI3.0 V617	CCWA	LMK	LFW
8K50HL	2009	A	A4 Ava.q. TDI3.0 V617	CCWA	LMK	KCC
8K50PC	2009	A	A4 Avant TDI2.0 R4 88	CAGC	LLM	-
8K50PC	2009	A	A4 Avant TDI2.0 R4 88	CAGC	LEB	-
8K50PC	2009	A	A4 Avant TDI2.0 R4 88	CAGC	LLW	-
8K50Q9	2009	A	A4 Av. q. TDI2.0 R410	CAGA	LSD	JKR
8K50Q9	2009	A	A4 Av. q. TDI2.0 R410	CAGA	KLU	JKR
8K50Q9	2009	A	A4 Av. q. TDI2.0 R410	CAGA	LHM	JKP
8K50Q9	2009	A	A4 Av. q. TDI2.0 R410	CAGA	LLP	JKP
8K50Q9	2009	A	A4 Av. q. TDI2.0 R410	CAGA	LLZ	JKR
8K50Q9	2009	A	A4 Av. q. TDI2.0 R410	CAGA	LRW	JKP
8K50QC	2009	A	A4 Avant TDI2.0 R4105	CAGA	JJG	-
8K50QC	2009	A	A4 Avant TDI2.0 R4105	CAGA	KXP	-
8K50QC	2009	A	A4 Avant TDI2.0 R4105	CAGA	LCV	-
8K50QC	2009	A	A4 Avant TDI2.0 R4105	CAGA	LLN	-

8K50QH	2009	A	A4 Avant TDI2.0 R4105	CAGA	KSR	-
8K50QH	2009	A	A4 Avant TDI2.0 R4105	CAGA	LAT	-
8K50QH	2009	A	A4 Avant TDI2.0 R4105	CAGA	LLA	-
8K50R9	2009	A	A4 Ava.q. TDI2.0 R412	CAHA	KLV	JKR
8K50R9	2009	A	A4 Ava.q. TDI2.0 R412	CAHA	KXM	JKP
8K50R9	2009	A	A4 Ava.q. TDI2.0 R412	CAHA	LSE	JKR
8K50R9	2009	A	A4 Ava.q. TDI2.0 R412	CAHA	LRV	JKP
8K50R9	2009	A	A4 Ava.q. TDI2.0 R412	CAHA	LMA	JKR
8K50R9	2009	A	A4 Ava.q. TDI2.0 R412	CAHA	LCZ	JKP
8K50R9	2009	A	A4 Ava.q. TDI2.0 R412	CAHA	LLR	JKP
8K50RC	2009	A	A4 Avant TDI2.0 R4125	CAHA	JST	-
8K50RC	2009	A	A4 Avant TDI2.0 R4125	CAHA	LCY	-
8K50RC	2009	A	A4 Avant TDI2.0 R4125	CAHA	KLS	-
8K50RC	2009	A	A4 Avant TDI2.0 R4125	CAHA	LLQ	-
8K50UL	2009	A	A4 Ava.q. TDI3.0 V617	CCLA	KXS	KCC
8K50UL	2009	A	A4 Ava.q. TDI3.0 V617	CCLA	KXS	LFW
8K50VH	2009	A	A4 Avant TDI2.7 V6120	CGKB	LKY	-
8K50VH	2009	A	A4 Avant TDI2.7 V6120	CGKB	LAU	-
8K50VH	2009	A	A4 Avant TDI2.7 V6120	CGKB	LTZ	-
8K50WL	2009	A	A4 Ava.q. TDI3.0 V615	CCWB	KXS	KCC
8K50WL	2009	A	A4 Ava.q. TDI3.0 V615	CCWB	KXS	LFW
8K50WL	2009	A	A4 Ava.q. TDI3.0 V615	CCWB	LMK	KCC
8K50WL	2009	A	A4 Ava.q. TDI3.0 V615	CCWB	LMK	LFW
8K50YC	2009	A	A4 Avant TDI2.0 R4100	CAGB	KXP	-
8K50YC	2009	A	A4 Avant TDI2.0 R4100	CAGB	JJG	-
8K50YC	2009	A	A4 Avant TDI2.0 R4100	CAGB	LCV	-
8K50YC	2009	A	A4 Avant TDI2.0 R4100	CAGB	LLN	-
8K50YC	2009	A	A4 Avant TDI2.0 R4100	CAGB	LLM	-
8K50YH	2009	A	A4 Avant TDI2.0 R4100	CAGB	KSR	-
8K50YH	2009	A	A4 Avant TDI2.0 R4100	CAGB	LAT	-
8K50YH	2009	A	A4 Avant TDI2.0 R4100	CAGB	LLA	-
8K50ZC	2009	A	A4 Avant TDI2.0 R4120	CAHB	JST	-
8K50ZC	2009	A	A4 Avant TDI2.0 R4120	CAHB	LCY	-
8K50ZC	2009	A	A4 Avant TDI2.0 R4120	CAHB	KLS	-
8K50ZC	2009	A	A4 Avant TDI2.0 R4120	CAHB	LLQ	-
8RB0HY	2009	A	Q5 quat. TDI3.0 V6176	CCWA	LHG	LFX
8RB0HY	2009	A	Q5 quat. TDI3.0 V6176	CCWA	LHG	LAW
8RB0HY	2009	A	Q5 quat. TDI3.0 V6176	CCWA	MDX	LFX
8RB0HY	2009	A	Q5 quat. TDI3.0 V6176	CCWA	MDX	LAW
8RB0HY	2009	A	Q5 quat. TDI3.0 V6176	CCWA	LWM	LAW
8RB0HY	2009	A	Q5 quat. TDI3.0 V6176	CCWA	LWM	-
8RB0HY	2009	A	Q5 quat. TDI3.0 V6176	CCWA	KXJ	LAW
8RB0HY	2009	A	Q5 quat. TDI3.0 V6176	CCWA	KSL	JPW

8RB0HY	2009	A	Q5 quat. TDI3.0 V6176	CCWA	LTS	LAW
8RB0HY	2009	A	Q5 quat. TDI3.0 V6176	CCWA	LTS	LFX
8RB0R9	2009	A	Q5 quat. TDI2.0 R4125	CAHA	LSA	KLM
8RB0R9	2009	A	Q5 quat. TDI2.0 R4125	CAHA	LDA	LAW
8RB0R9	2009	A	Q5 quat. TDI2.0 R4125	CAHA	KWT	LLU
8RB0R9	2009	A	Q5 quat. TDI2.0 R4125	CAHA	KWT	LAW
8RB0R9	2009	A	Q5 quat. TDI2.0 R4125	CAHA	LSA	LLU
8RB0RY	2009	A	Q5 quat. TDI2.0 R4125	CAHA	LTC	LAW
8RB0RY	2009	A	Q5 quat. TDI2.0 R4125	CAHA	LHH	LAW
8RB0RY	2009	A	Q5 quat. TDI2.0 R4125	CAHA	KXK	LAW
8RB0RY	2009	A	Q5 quat. TDI2.0 R4125	CAHA	KSM	JPW
8RB0RY	2009	A	Q5 quat. TDI2.0 R4125	CAHA	MDY	LAW
8RB0WY	2009	A	Q5 quat. TDI3.0 V6155	CCWB	KSL	JPW
8RB0WY	2009	A	Q5 quat. TDI3.0 V6155	CCWB	KXJ	LAW
8RB0WY	2009	A	Q5 quat. TDI3.0 V6155	CCWB	LHG	LAW
8RB0WY	2009	A	Q5 quat. TDI3.0 V6155	CCWB	LHG	LFX
8RB0WY	2009	A	Q5 quat. TDI3.0 V6155	CCWB	MDX	LFX
8RB0WY	2009	A	Q5 quat. TDI3.0 V6155	CCWB	LTS	LFX
8RB0WY	2009	A	Q5 quat. TDI3.0 V6155	CCWB	LWM	LAW
8RB0WY	2009	A	Q5 quat. TDI3.0 V6155	CCWB	MDX	LAW
8RB0WY	2009	A	Q5 quat. TDI3.0 V6155	CCWB	LTS	LAW
8RB0Z9	2009	A	Q5 quat. TDI2.0 R4120	CAHB	KWT	LAW
8RB0Z9	2009	A	Q5 quat. TDI2.0 R4120	CAHB	LSA	LLU
8RB0Z9	2009	A	Q5 quat. TDI2.0 R4120	CAHB	LSA	KLM
8RB0Z9	2009	A	Q5 quat. TDI2.0 R4120	CAHB	LDA	LAW
8RB0Z9	2009	A	Q5 quat. TDI2.0 R4120	CAHB	KWT	LLU
8RB0ZY	2009	A	Q5 quat. TDI2.0 R4120	CAHB	LTC	LAW
8RB0ZY	2009	A	Q5 quat. TDI2.0 R4120	CAHB	LHH	LAW
8RB0ZY	2009	A	Q5 quat. TDI2.0 R4120	CAHB	KXK	LAW
8RB0ZY	2009	A	Q5 quat. TDI2.0 R4120	CAHB	KSM	JPW
8RB0ZY	2009	A	Q5 quat. TDI2.0 R4120	CAHB	MDY	LAW
8T30CC	2009	A	A5 Coupe TDI2.7 V6140	CGKA	LDC	-
8T30CC	2009	A	A5 Coupe TDI2.7 V6140	CGKA	KXQ	-
8T30CH	2009	A	A5 Coupe TDI2.7 V6140	CAMA	JXC	-
8T30CH	2008	A	A5 Coupe TDI2.7 V6140	CAMA	KSS	-
8T30CH	2008	A	A5 Coupe TDI2.7 V6140	CAMA	LAU	-
8T30CH	2009	A	A5 Coupe TDI2.7 V6140	CGKA	LTZ	-
8T30CH	2009	A	A5 Coupe TDI2.7 V6140	CGKA	LKY	-
8T30CH	2009	A	A5 Coupe TDI2.7 V6140	CGKA	LAU	-
8T30CH	2009	A	A5 Coupe TDI2.7 V6140	CAMA	LAU	-
8T30CH	2009	A	A5 Coupe TDI2.7 V6140	CAMA	KSS	-
8T30H9	2008	A	A5 Coupe qTDI3.0 V617	CCWA	LDD	-
8T30H9	2008	A	A5 Coupe qTDI3.0 V617	CCWA	LDD	JKQ



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8T30H9	2008	A	A5 Coupe qTDI3.0 V617	CCWA	LDD	LGH
8T30H9	2008	A	A5 Coupe qTDI3.0 V617	CCWA	KMU	LGH
8T30H9	2008	A	A5 Coupe qTDI3.0 V617	CCWA	KMU	-
8T30H9	2008	A	A5 Coupe qTDI3.0 V617	CCWA	KMU	JKQ
8T30H9	2009	A	A5 Coupe qTDI3.0 V617	CCWA	LPD	JKQ
8T30H9	2009	A	A5 Coupe qTDI3.0 V617	CCWA	LPD	MBW
8T30H9	2009	A	A5 Coupe qTDI3.0 V617	CCWA	LDD	JKQ
8T30H9	2009	A	A5 Coupe qTDI3.0 V617	CCWA	KMU	MBW
8T30H9	2009	A	A5 Coupe qTDI3.0 V617	CCWA	KMU	LGH
8T30H9	2009	A	A5 Coupe qTDI3.0 V617	CCWA	KMU	JKQ
8T30HL	2009	A	A5 Coupe qTDI3.0 V617	CCWA	LMK	LFW
8T30HL	2009	A	A5 Coupe qTDI3.0 V617	CCWA	KXS	KCC
8T30HL	2009	A	A5 Coupe qTDI3.0 V617	CCWA	KBH	-
8T30HL	2009	A	A5 Coupe qTDI3.0 V617	CCWA	KXS	LFW
8T30HL	2009	A	A5 Coupe qTDI3.0 V617	CCWA	LMK	KCC
8T30HL	2009	A	A5 Coupe qTDI3.0 V617	CCWA	LMK	KCC
8T30HL	2009	A	A5 Coupe qTDI3.0 V617	CCWA	KXS	KCC
8T30HL	2009	A	A5 Coupe qTDI3.0 V617	CCWA	KXS	LFW
8T30HL	2009	A	A5 Coupe qTDI3.0 V617	CCWA	LMK	LFW
8T30R9	2009	A	A5 Coupe qTDI2.0 R412	CAHA	LCZ	JKP
8T30R9	2009	A	A5 Coupe qTDI2.0 R412	CAHA	LLR	JKP
8T30R9	2009	A	A5 Coupe qTDI2.0 R412	CAHA	LRV	JKP
8T30R9	2009	A	A5 Coupe qTDI2.0 R412	CAHA	KXM	JKP
8T30RC	2008	A	A5 Coupe TDI2.0 R4125	CAHA	LCY	-
8T30RC	2008	A	A5 Coupe TDI2.0 R4125	CAHA	KLS	-
8T30RC	2008	A	A5 Coupe TDI2.0 R4125	CAHA	JST	-
8T30RC	2008	A	A5 Coupe TDI2.0 R4125	CAHA	LLQ	-
8T30RC	2009	A	A5 Coupe TDI2.0 R4125	CAHA	KLS	-
8T30RC	2009	A	A5 Coupe TDI2.0 R4125	CAHA	JST	-
8T30RC	2009	A	A5 Coupe TDI2.0 R4125	CAHA	LLQ	-
8T30RC	2009	A	A5 Coupe TDI2.0 R4125	CAHA	LCY	-
8T30VH	2008	A	A5 Coupe TDI2.7 V6120	CAMB	KSS	-
8T30VH	2008	A	A5 Coupe TDI2.7 V6120	CAMB	LAU	-
8T30VH	2008	A	A5 Coupe TDI2.7 V6120	CAMB	JXC	-
8T30VH	2009	A	A5 Coupe TDI2.7 V6120	CGKB	LAU	-
8T30VH	2009	A	A5 Coupe TDI2.7 V6120	CGKB	LKY	-
8T30VH	2009	A	A5 Coupe TDI2.7 V6120	CGKB	LTZ	-
8T30WL	2009	A	A5 Coupe qTDI3.0 V615	CCWB	LMK	KCC
8T30WL	2009	A	A5 Coupe qTDI3.0 V615	CCWB	KXS	KCC
8T30WL	2009	A	A5 Coupe qTDI3.0 V615	CCWB	KXS	LFW
8T30WL	2009	A	A5 Coupe qTDI3.0 V615	CCWB	LMK	LFW
8T30ZC	2008	A	A5 Coupe TDI2.0 R4120	CAHB	KLS	-
8T30ZC	2009	A	A5 Coupe TDI2.0 R4120	CAHB	LLQ	-

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8T30ZC	2009	A	A5 Coupe TDI2.0 R4120	CAHB	JST	-
8T30ZC	2009	A	A5 Coupe TDI2.0 R4120	CAHB	LCY	-
8T30ZC	2009	A	A5 Coupe TDI2.0 R4120	CAHB	KLS	-

## Documents

Document name
master.xml
attachment1.jpg
attachment2.jpg

 **Connection offline**
**Tech service bulletin**

Process no.: 2020693/1

Engine stops, data memory P 0087, P 0088, chips in the fuel system  
Common Rail TDI EU 5

Release date: 05.27.2009

**Customer statement / workshop specification**

A4, A5, Q5, A6, Q7 Common Rail TDI EU 5

Vehicle does not start or has no power. Data entry for fuel pressure regulator control limit is exceeded or undershot P 0087 or P 0088.

High-pressure pump seized, fuel system contaminated with chips

**Technical background**

Under certain circumstances, when operating with poor quality fuel or too much water in the fuel, the high-pressure pump can seize and the resulting chips are spread throughout the fuel system.

**Use in series production**

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**Measure**

To test this damage pattern, there are three options:

Opening the fuel filter

Unscrewing the control valve for the fuel pressure (fuel rail)

Unscrewing the valve for the fuel metering (high-pressure fuel pump)

It is advisable to first open the fuel filter and check for entry of chips. If the suspicion on the presence of chips is confirmed, the control valve for the fuel pressure (**should not be reused because of the bite edge for sealing**) or the valve for fuel metering can be unscrewed.

When reinstalling the valve for fuel metering, the following should be noted:

If necessary, the mounting location should be cleaned prior to assembly.

immediate reassembly after checking for cleanliness and visual inspection at the base of bore whether both O-rings are undamaged. In case of damage, the high-pressure fuel pump must be replaced

When reinstalling, moisten the lower O-ring with fuel or oil

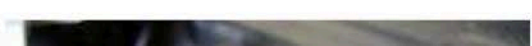
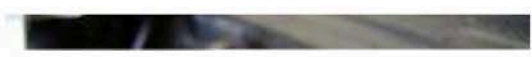
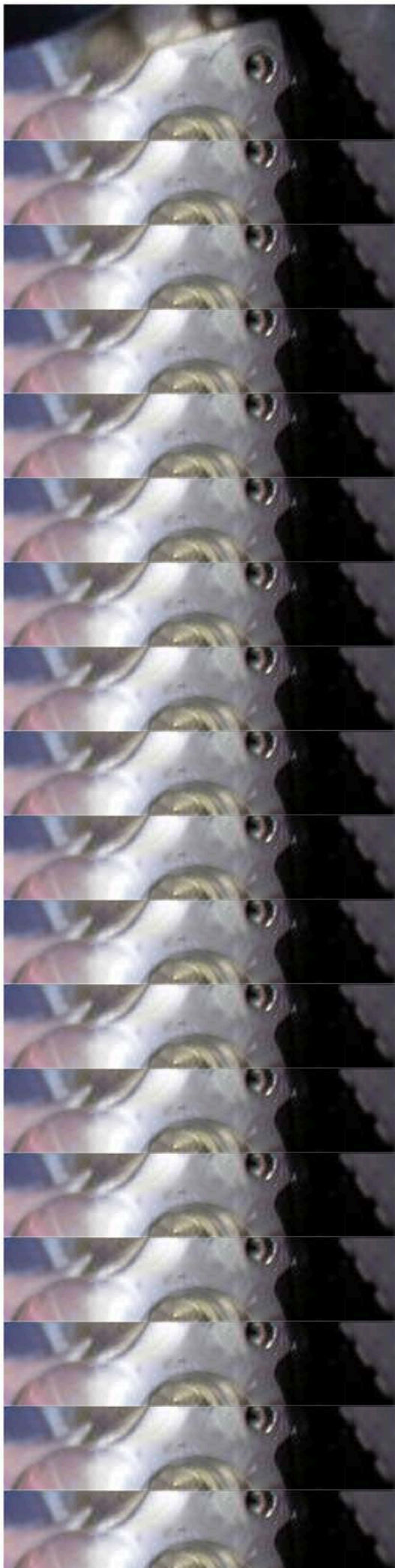
Tighten the two M5 bolts by hand, do not lubricate thread

Tighten initially by applying 2 Nm, final tightening to 6.5 –7 Nm

**Unscrewing the valve involves a great danger, because the high-pressure fuel pump can be damaged by entry of dirt.**

If it turns out that the high-pressure fuel pump has produced chips (see pictures) **the entire fuel system including fuel tank and fuel lines should be replaced**

Otherwise, there is a risk of recurring damage.



**From:** Non-responsive content removed

**To:**

**CC:**

**Date:** 10/14/2009 8:49:19 AM

**Subject:** RE: TOP meeting of Bosch on 10.27.

**Attachments:** [V6 TDI Hochdruckpumpe Audi Bosch Vorstandsgespräch.ppt](#)

As requested,

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, FYI

Best regards

Non-responsive content removed

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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

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

> **Sent:** Tuesday, 13 October 2009, 08.20 AM

> Non-responsive content removed

> **Subject:** RE: TOP meeting of Bosch on 10.27

> Non-responsive content removed

> Please update the page as already discussed and send to Non-responsive content removed

>Please include me in the distribution list.

>

>

>With best wishes

>

Non-responsive content removed

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>Registergericht/Court of Registry: Local District Court Ingolstadt

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>

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>

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>From: Non-responsive content removed

>Sent: Monday, October 12 2009 02:58 PM

>Non-responsive content removed

>Subject: Re: TOP meeting of Bosch on 10.27.

>

>

>

>From: Non-responsive content removed

>Sent: Monday, October 12, 2009 01:47 PM

>To: Non-responsive content removed

>Subject: TOP meeting of Bosch on 10.27.

>

>Hello gentlemen,

>The following TOP field items are on the agenda:

>

>- High-pressure fuel pumps (CP4)

>- Starter (contacting robustness increase)

>

>Please prepare for this Non-responsive content removed Status sheet (form same as with GS monthly report).

>

>Thank you

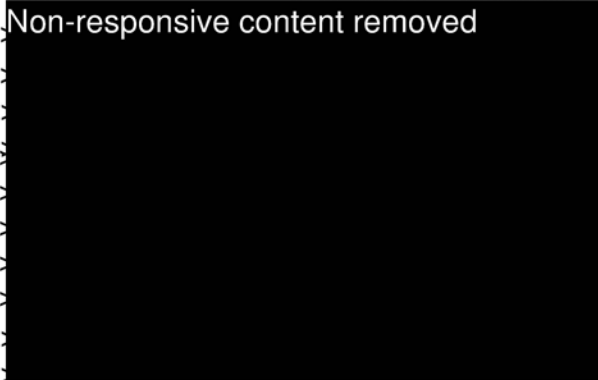
>Date: 10.16.2009

>

>With best wishes

>

>Non-responsive content removed



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>Registergericht/Court of Registry: Local District Court Ingolstadt

>HRB Nr./Commercial Register No.: 1

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

>

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>

**From:** Non-responsive content removed  
**To:** [Redacted]  
**CC:** [Redacted]  
**Date:** 10/23/2009 2:18:14 PM  
**Subject:** Documentation for Top meetings for Bosch high-pressure fuel pump  
**Attachments:** [V6 TDI Hochdruckpumpe](#) [Gespräch.ppt](#)  
[V6 TDI Hochdruckpumpe Audi Bosch Vorstandsgespräch.ppt](#)

Hello there,

Attached are the documents with slightly adjusted damage figures for your bosses.

Non-responsive content removed on request Non-responsive content removed and the new figures Non-responsive content removed we present these figures.

For your information Non-responsive content removed market accounts for 50%.

Best regards

Non-responsive content removed

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

**Date:** 11/23/2009 9:47:00 AM  
**Subject:** RE: AHM Breakdown round-table  
**Attachments:** [Status Triebwerkschäden 13 11 09.ppt](#)

Hello Non-responsive content removed

With reference to:  
HPP- Drivetrain damage "Robust Design CP4-drivetrain "- Board of management date Reliability  
Bosch / Audi T: 09.23.2009 result?

Please find attached the status report on drivetrain damage CP4 for the Board of Management  
(damage parts meeting) last week.

Non-responsive content removed

was also present there.

Is the 6-page report sufficient or do you (definitely) need a 1-page status? Then I'll do it.

On this subsequent issue (copy from the minutes), Non-responsive content removed is responsible directly; in this regard, there was a cleanliness meeting of Non-responsive content removed recently in Non-responsive content removed; Incorporation of the findings from the cleanliness measures of BOSCH in the SC "Technical Cleanliness" WV at the next meeting.

>With best wishes

>Non-responsive content removed

>

>From: Non-responsive content removed

>Sent: Monday, November 23, 2009 8:09 AM

>Non-responsive content removed

>Subject: Re: AHM Breakdown round-table

>

>Hello Non-responsive content removed

>

>Can you help me further on this issue mentioned below?

>The item is on the minutes page 2 section 5.

>

> < File: LB\_Runde\_34\_Protokoll\_02112009.doc >>

>

>Thank you in advance!

>

>

>With best wishes

>

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> < OLE object: image (metafile) >>

> From: Non-responsive content removed

> Sent: November 20, 2009, 1:30 PM

> To: Non-responsive content removed

> Subject: Re: AHM Breakdown round-table

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> From: Non-responsive content removed

> Sent: Friday, November 13, 2009 5:50 PM

> To: Non-responsive content removed

> Subject: Re: AHM Breakdown round-table

> Hello

> Please send documents to Non-responsive content removed

> Thanks!

> From: Non-responsive content removed

> Sent: Friday, November 13, 2009 2:38 PM

> To: Non-responsive content removed

> Subject: AHM Breakdown round-table

> Hello

> I have a question.

> The agenda includes an item under your name: -HPP drivetrain damage> "Robust Design CP4 drivetrain"- Board of Management date

> Reliability Bosch / Audi T: 09.23.2009 result?

EA11003EN-02073[2]

>Do you have minutes of this meeting?

>Or when can I write about this issue in the minutes?

>

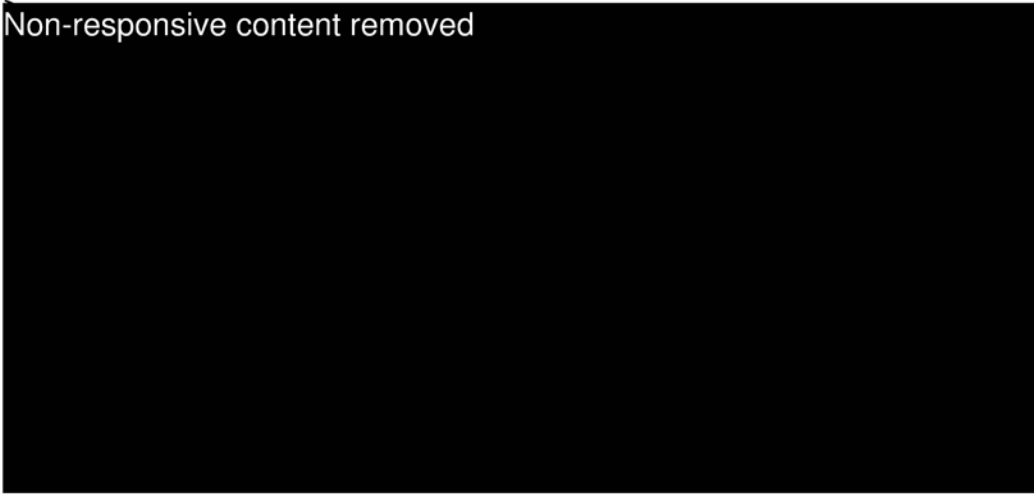
>Thank you in advance!

>

>

>With best wishes

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> < OLE object: image (Metafile) >>

>

**From:** Non-responsive content removed

**To:**

**CC:**

**Date:** 02.11.2010 01:56:00 PM

**Subject:** Current documentation of Bosch and Audi TOP meeting on 02.12.10

**Attachments:** [TOP-Gespräch Bosch-Audi 11.02.10.ppt](#)  
[1028\\_V05\\_EHP \[REDACTED\] Audi Gespräch am 12 02 2010 11-02 2010.pdf](#)

Hi all,

Attached is the set of slides of Audi and Bosch:

>With best regards

Non-responsive content removed

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

**CC:**

**Date:** Thursday, February 18th, 2010, 4:08:00 PM

**Subject:** Re: CP4: Slides + minutes of the Top Q meeting on 02.12.2010

**Attachments:** [100215 Protokoll final.pdf](#)  
[TOP-Gespräch Bosch-Audi 11.02.10.pdf](#)  
[1028 V05 EHP \[REDACTED\], Audi Gespräch am 12.02.2010, 11-02.2010.pdf](#)

Good day, gentlemen,

Attached is the minutes of TOP Q meeting concerning high-pressure diesel pump CP4 on 02.12.2010.

With best regards

Non-responsive content removed

**From:** Non-responsive content removed

**Sent:** Thursday, February 18th, 2010, 2:06 PM

Non-responsive content removed

**Subject:** CP4: Slides + minutes of the Top Q meeting on 02.12.2010

Good day, gentlemen,

We shall subsequently forward the set of slides presented on 02.12.2010 during the TOP Q meeting of Audi and Bosch and the jointly agreed minutes once again.

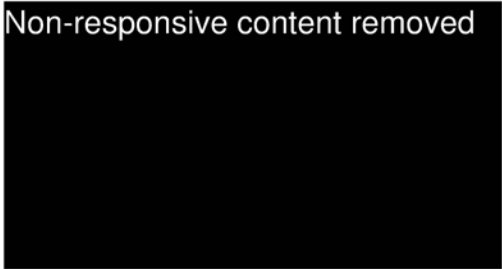
Non-responsive content removed requests forwarding to Audi.

by Audi

by Bosch  
jointly agreed minutes

Best regards

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**From:** Non-responsive content removed

**Sent:** Wednesday, February 17, 2010, 6:02 PM

**To:** Non-responsive content removed

**Cc:**


**Subject:** CP4: Minutes of the Top Q meeting on 02.12.2010

Dear sir,

In the Appendix you can see the jointly agreed minutes with the request for further circulation in your company.  
The presented documents of Audi and Bosch shall be submitted later.

Best regards

Non-responsive content removed



**From:** Non-responsive content removed

**To:**

**CC:**

**Date:** 12.03.2010 4:41 PM

**Subject:** Q-strategy diesel

**Attachments:** [Q-Offensive 29.11.2010.ppt](#)

Time: Monday, December 13th, 2010 08:30-09:30 AM GMT+01:00) Amsterdam, Berlin, Bern, Rome, Stockholm, Vienna.

Location: Conference call

Note: The deviation of GMT specified above does not consider any adjustments for daylight savings time.

\*~\*~\*~\*~\*~\*~\*~\*~\*~\*

Note the latest invitation !!!!!!!!!!!!!!!

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Hello Non-responsive content removed

In principle, you can also log on into Vico from your telephone with the known dial-in number. Only just the image is missing.

The room has a fixed-line phone that can be accessed through the tel. no. Non-responsive content removed - Non-responsive content removed

With best regards

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**From:** Non-responsive content removed

**To:**

**CC:**

**Date:** Monday, 19. April 2010 11:20:57 AM

**Subject:** Re: Approval V6 TDI EU4

**Attachments:** [TOP-Gespräch Bosch-Audi 11.02.10.pdf](#)  
[Unterlage Bosch Gespräch 16.4.10.pdf](#)

Please have a look at what Audi writes about [REDACTED] Of course, we cannot operate there in a different way.

Best wishes

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>

>From: Non-responsive content removed

>Sent: Monday, 19. April 2010 07:33 AM

>To: Non-responsive content removed

>Cc:

>Subject: Re: Approval V6 TDI EU4

>

>Hello

>

>Find attached the minutes and documents relating to the Bosch CP4.2 meeting on Friday (RP1 approval for ROW markets):

>

>

>Besides the minutes, it was also agreed with Bosch that the approval by Audi for ROW markets was declared only on the basis of a "risk sharing" with Bosch. To this end, Bosch will quickly develop an appropriate draft for a written specification.

>

>Kind regards

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>Sitz/Domicile: Ingolstadt

>Registergericht/Court of Registry: Local District Court Ingolstadt

>HRB Nr./Commercial Register No.: 1

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

>Vorstand/Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf

Berkenhagen, Michael Dick, Frank Dreves, Peter Schwarzenbauer, Axel Strotbek, Werner Widuckel

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>

>From: Non-responsive content removed

>Sent: Friday, April 16, 2010 07:01 PM

Non-responsive content removed

>Subject: Approval V6 TDI EU4

>

>Dear colleagues,

>

>In today's EA-GQ Bosch meeting, the following points were agreed:

>

>\* The high-pressure fuel pump CP4.2 with anti-wear package 1 (in series since WK12/10) is released for EU4 use (except for [REDACTED] market).

>This allows approval of V6 TDI EU4 operations in the Q7, Q5 and B8 WK22/10.

>\* The anti-wear package 2 will be tested in the short term and verified. Use latest by WK45/10.

>With RP2, market of [REDACTED] may also be opened up.

>

>

>With best regards

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>Non-responsive content removed

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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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>

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>

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

**Date:** 6/29/2010, 2:37:16 PM

**Subject:** Non-responsive content removed

**Attachments:** [Kulanz\\_2,0I CR HDP.xls](#)  
[1193 EHP4](#) Non-responsive content removed, [Status CP4, 18-05-2010.ppt](#)

Technology

With best regards

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**From:** Non-responsive content removed  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Date:** 07.28.2010 04:05:11 PM  
**Subject:** Q campaign on Monday  
**Attachments:** [Q-Offensive Diesel 02.08.10.ppt](#)

Hello [REDACTED]

Enclosed is a proposal for Monday, may be cut short (even considerably).

It has been agreed with [REDACTED] just now that either [REDACTED] will represent us on Monday or that I have to search for a video room.

With kind regards,

Non-responsive content removed  
[REDACTED]

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

**CC:**

**Date:** 08.03.2010 05:47:57 PM

**Subject:** Re: Q campaign diesel - minutes draft as of 08.02.2010

**Attachments:** [Protokoll VOR 2010 08 02.pdf](#)

Hi all,

Attached is the minutes draft of yesterday for review until tomorrow afternoon 4 pm.

@ Non-responsive content removed Please send project plan of anti-wear package for CP4.1 and CP 4.2 for minutes.

@ Non-responsive content removed Please send GPM figures for breakdown and status sheet for 1.6 engine wiring for weekly report.

Thank you

Non-responsive content removed

>  
>From: Non-responsive content removed

>Sent: Thursday, 20 May 2010 02:47 PM

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Non-responsive content removed

>  
>Schedule update due to a new dial-in number.  
>This number is valid from 05.31.2010.

>  
>With best regards

>  
Non-responsive content removed

>  
>Volkswagen Aktiengesellschaft  
>Domicile: Wolfsburg  
>Court of Registry: Local District Court Braunschweig  
>Commercial Register No.: 100484  
>Chairman of the Supervisory Board: Ferdinand Piëch  
>Board of Management: Martin Winterkorn (Chairman), Francisco J. Garcia  
>Sanz, Jochem Heizmann, Christian Klingler, Horst Neumann, Hans Dieter Pötsch, Rupert Stadler  
>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.

>  
>  
>=====


>  
>Dear Sir/Madam,  
>  
>Attached is the schedule 2010 for Q campaign diesel.  
>  
>Please circulate this invitation among the responsible employees within your organization, if necessary>.  
>  
>Should there be any changes to this distribution list, please let us know.

>----->  
----->  
>The dial-in number for the video conference is: Non-responsive content removed

>

>In case of problems or questions about the dial-in during the video conference, please contact the video

Non-responsive content removed



>Volkswagen Aktiengesellschaft

>

>Domicile: Wolfsburg

>

>Court of Registry: Local District Court Braunschweig

>

>Commercial Register No.: 100484

>

>Chairman of the Supervisory Board: Ferdinand Piëch

>

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

>

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EA11003EN-02138[0]

**From:**  
**To:**  
**CC:**

Non-responsive content removed

**Date:** 09.10.2010 02:19:00 PM

**Subject:** E-mail to: Information for Non-responsive content removed 10.09.10.ppt

**Attachments:** [Information for Non-responsive content removed](#) [10.09.10.ppt](#)

Hello Non-responsive content removed

Here is the set of slides agreed with Non-responsive content removed

Best wishes

Non-responsive content removed

**From:**  
**To:**

Non-responsive content removed

**CC:**

**Date:** 09.13.2010 05:20:47 PM

**Subject:** TM Audi: Diagnosis results / Statistics

**Attachments:** [Überlasttests@Audi\\_150910.pdf](#)

Non-responsive content removed [TFAudi Ausfallstatistik Zulassungsdatum 100910.pdf](#)  
[TFAudi 100910.pdf](#)

Hello,

Enclosed are the following diagnosis results for tomorrow's meeting and the revised version of the failure statistics:

1) Non-responsive content removed TFAudi\_100910.pdf:  
Non-responsive content removed pump of Non-responsive content removed and first Non-responsive content removed Road Test Pump with RP2

2) [Überlasttests@Audi\\_150910.pdf](#):  
Diagnosis results from Audi's internal overload test in comparison with C3 series, RP1, RP2

3) Non-responsive content removed TFAudi\_Ausfallstatistik\_Zulassungsdatum\_100910.pdf:  
I've done the entire analysis by vehicle delivery date (registry date) and corrected some inconsistencies between the weekly report and the SAGA list for Non-responsive content removed, wherein the previous key statements remain the same. The comparison of CP4.1 VW and Audi is also included, likewise the corrected Non-responsive content removed statistics.

Best regards

Non-responsive content removed

Registered Office: Stuttgart, Court of Registry: 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, Wolfgang Malchow, Peter Marks, Peter Tyroller; Stefan Asenkerschbaumer, Uwe Raschke, Wolf-Henning Scheider



**From:** Non-responsive content removed

**To:**

**CC:**

**Date:** 16/07/2010 14:43:00

**Subject:** APS technical discussion CP4 robustness package, Bosch-Audi TOP conversation  
12/07/2010

**Attachments:** [1241\\_V07\\_EHP4 \[redacted\] Task Force - Robustheitspakete CP4 mit Backup 08-07-2010.ppt](#)  
[TOP-Gespräch Bosch-Audi 12.07.10.ppt](#)

Hello,

Please find attached yesterday's documents.

Please name precise APS date in week 36,

but not Monday 06/09/2010 as that is my first day back from holiday!!!

Best wishes,

Non-responsive content removed

**From:** Non-responsive content removed  
**To:** "  
**CC:** "

**Date:** 09.29.2010 03:14:00 PM

**Subject:** Documents for Non-responsive content removed

**Attachments:** [Information for](#) [2 29.09.10.ppt](#)

Hello Non-responsive content removed

Enclosed is my information, as discussed with Non-responsive content removed

ATTENTION !

I'm still busy changing one page (USA), but sending it right away owing to the schedule.

With best regards

Non-responsive content removed

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Registergericht/Court of Registry: Local District Court Ingolstadt

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**From:** Non-responsive content removed  
**To:** [REDACTED]  
**CC:**  
**Date:** Friday, 1st October 2010 2:29:10 PM  
**Subject:** Re: CP4.2 failures V6TDI VW / Audi, status 09.30.2010  
**Attachments:** [Microsoft PowerPoint - 2010-09-30 CP4 2.pdf](#)

For your information

Gruss

Non-responsive content removed

**From:** Non-responsive content removed  
**Non-responsive content removed**  
**Sent :** Fri Oct 01 12:22:13 PM 2010  
**Subject:** Re: CP4.2 failures V6TDI VW / Audi, status 09.30.2010

With best regards

Non-responsive content removed

[www.audi.com](http://www.audi.com)

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Registergericht/Court of Registry: Local District Court Ingolstadt  
HRB Nr./Commercial Register No.: 1  
Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Martin Winterkorn  
Vorstand/Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael Dick, Frank Dreves, Peter Schwarzenbauer, Thomas Sigi, Axel Strotbek

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**From:** Non-responsive content removed  
**Sent:** Friday, October 1, 2010 12:19 PM  
**Non-responsive content removed**

**Subject:** Re: CP4.2 failures V6TDI VW / Audi, status 09.30.2010

Hello,

Attached are the slides shown by Bosch in 

With best regards

Non-responsive content removed



[www.audi.com](http://www.audi.com)

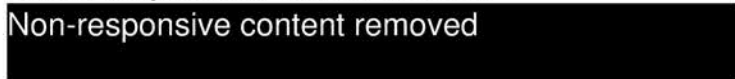
Sitz/Domicile: Ingolstadt  
Registergericht/Court of Registry: Local District Court Ingolstadt  
HRB Nr./Commercial Register No.: 1  
Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Martin Winterkorn  
Vorstand/Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael Dick, Frank Dreves, Peter Schwarzenbauer, Thomas Sigi, Axel Strotbek

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**From:** 

**Sent:** Friday, October 1, 2010 11:40 AM

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**Subject:** Re: CP4.2 failures V6TDI VW / Audi, status 09.30.2010

Here are the Bosch slides of the meeting in   
This was presented by 

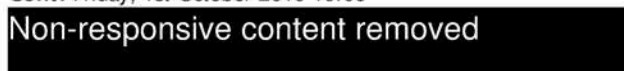
Best regards

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**Sent:** Friday, 1st October 2010 10:06

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**From:** Non-responsive content removed  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Date:** 10.12.2010 01:38:57 PM  
**Subject:** Re: HPP report  
**Attachments:** [2010\\_09\\_28\\_Qualitätsbericht\\_Hochdruckpumpe\\_ppt.pdf](#)

Strictly confidential

> [REDACTED]  
> From: [REDACTED]  
> Sent: Tuesday, 28 September 2010 4:20 PM  
> [REDACTED]  
> Subject: HPP report

>  
> Please do not forward yet.

>  
> With best regards

>  
> Non-responsive content removed

>  
> VOLKSWAGEN AG  
> Sitz/Domicile: Wolfsburg  
> Registergericht/Court of Registry: Loca 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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