

From: Non-responsive content removed
To:
Cc:

Date: 13 July 2009 10:07:24
Topic: Re: V6-TDI Gen.I fuel system drainage

Hello

It's naturally very confusing when you sometimes cite measured values and sometimes command values / nominal values without any commentary.

Additional questions on point:

- * Please show the rail pressure over the entire course of the test.
- * How can the drop in rail pressure to < 100 bar upon acceleration to 2000 rpm be prevented?
- * Why is it taking 2 weeks to say what rpm gradient is being used?

Sincerely,

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AUDI AG

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Sitz/Domicile: Ingolstadt
Registergericht/Court of Registry: Amtsgericht 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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Von: Non-responsive content removed

Sent: Monday, 13 July 2009 09:55

To: Non-responsive content removed

Cc:

(N/EA-621); Kahrstedt, Joern (N/EA-62)

Subject: Re: V6-TDI Gen.I fuel system drainage

Hello Non-responsive content removed

You misunderstood the last slide. The curve that you see there is only about the command values / nominal values.

So from the diagram you can only read out the stage limit. There is a defined parameter setting in Indramat drive train as to the gradient with which it must accelerate the engine. I have to date been unable to clarify what parameter is currently set in the system.

I'll let you know in 2 weeks.

I can say for sure that the gradients are not as high as you wrote!

Sincerely,

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AUDI HUNGARIA MOTOR Kft.

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From: [Non-responsive content removed]
Sent: Friday, July 10, 2009 11:14 AM

[Non-responsive content removed]

Subject: FW: V6-TDI Gen.I fuel system drainage

Hello [Redacted]

The presentation is now plausible and comprehensible.

However, if I am correctly interpreting everything, I am quite shocked at how you folks are doing the tests/checks.

SECTION CONFIDENTIAL

I see the rpm gradients as shown in Diagram 3 as being the most critical. Based on rough measurements from the diagram, I arrived at the following gradients:

- * 0-400 rpm: ca. 1500 rpm per sec
- * 400-800 rpm: ca. 2800 rpm per sec
- * 800-2000 rpm: ca. 6500 rpm per sec

According to Bosch specifications (see attachment p. 11), the maximum permissible is 400 rpm per sec.

<< Message: WG: Erstinbetriebnahme V6 EU5 2. Gen. und V8 EU5 im Motorenwerk - Vorschlag zur zügigen Entlüftung im Hottest >> [Message: FW: First-time operation V6 EU5 2nd Gen. and V8 EU5 in engine plant - Suggestion for speedy hot test deaeration]

I see the additional drop in rail pressure when revving up to 2,000 rpm as being especially critical. In my estimation, considerable slippage between the cam lobe and the roller is possible at this operating point, which can do initial damage to the pump. This could be one explanation for the relatively high number of drive train failures in the field.

Please check whether my interpretation is correct. If so, we have to change the testing process as soon as possible to avoid initial damage. We should mutually coordinate the change.

Sincerely,

[Non-responsive content removed]

AUDI AG

[Non-responsive content removed]

Sitz/Domicile: Ingolstadt
Registergericht/Court of Registry: Amtsgericht Ingolstadt
HRB Nr./Commercial Register No.: 1
Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Martin Winterkorn
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Von: Non-responsive content removed
Sent: Friday, 10 July 2009 08:49
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: FW: V6-TDI Gen.I fuel system drainage

Hello colleague,

Attached please find corrected presentation (with time data in slide 2):

<< File: crt.ppt >>

Regards: Non-responsive content removed

Sincerely,

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AUDI HUNGÁRIA MOTOR Kft.

Non-responsive content removed

<< OLE Object: Kép (metarajj) >>

From: Non-responsive content removed
Sent: Tuesday, July 07, 2009 10:34 AM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: Re: V6-TDI Gen.I fuel system drainage

Hello Non-responsive content removed

I can't do that because these values are not exportable in UPS.

I can only send a summary:

Regards: Non-responsive content removed

Sincerely,

Non-responsive content removed

AUDI HUNGÁRIA MOTOR Kft.

Non-responsive content removed

<http://www.audi.hu>

<< OLE Object: Kép (metafájl) >>

From: Non-responsive content removed
Sent: Friday, July 03, 2009 8:43 AM
To: Non-responsive content removed
Cc: [REDACTED]
Subject: Re: V6-TDI Gen.I fuel system drainage

Hello [REDACTED]

Could you please show the desired data in a diagram / graph over time?
In the depiction / presentation that was sent, the time scales / units are always different.

Sincerely,

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