

**From:** Non-responsive content removed

**To:**

**CC:**

**Date:** 7/24/2009 9:54:00 AM

**Subject:** Re: AU716 08018 / Q018 with 44000 km AL end - addition to UA 0469

**Attachments:** [09-UA\\_0469neu - DK-Analyse Station SA.pdf](#)

... and here are the fuel analyses for the vehicle.

>Best regards

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>From: Non-responsive content removed

>Sent: Tuesday, July 21, 2009 10:41 AM

>To: Non-responsive content removed

>Subject: AU716 08018 / Q018 with 44000 km AL end - addition to UA 0469

>

>Hello Non-responsive content removed

>

>Here is the requested and revised investigation report 0469.

>I have added the vehicle data and the value for the lubrication.

>

>

>

>Best regards

>

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>

>Audi AG, Neckarsulm

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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

>

>Wichtiger Hinweis: Die vorgenannten Angaben werden jeder E-Mail automatisch hinzugefügt und  
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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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# Test report

## Materials technology

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No. 09/ 0469new



Department Non-responsive content removed	Client Non-responsive content removed	Telephone Non-responsive content removed	Date <b>03/17/2009</b>		
Vehicle <b>AU716 0 8018 (V8- TDI 4.2l EU5 in 07PA)</b>	Subject <b>approx. 2000 ml diesel fuel</b>	Part number -			
OTS number	Mileage/ running time <b>44,000</b>	Breakdowns	A fault	B fault	C fault
Field <input type="checkbox"/>	Hall incident <input type="checkbox"/>	Number of complained parts	Supply company	Material	

### Process / analysis request (information from customer)

### Analysis of the, origins: Station SA

### Test result:

- All tested parameters of the diesel fuel sample (station A) do not comply with the specifications of the German standard DIN EN 51628.
- At 287 mg/kg, the sulfur content is clearly above the German standard specification.
- The fuel does have a standard boiling range, however a very low initial boiling point (153.2 °C, possibly elements of kerosene) as well as a greater quantity of components with a greater boiling point are evident.
- The cetane number lies at the lower end of the specification.

### Tested parameters:

		Sample	DIN EN 51628
• Density at 15 °C	[kg/m <sup>3</sup> ]	<b>841.8</b>	820 - 845
• Boiling range	vaporized at 250 °C [Vol.-%]	<b>24.3</b>	max. 65
	vaporized at 350 °C [Vol.-%]	<b>92.7</b>	min. 85
	95% - point [°C]	<b>357.8</b>	at max. 360
	Loss / residue [Vol.-%]	<b>0.5 / 0.8</b> max. 2	
• Flash point (PM)	[°C]	<b>62.0</b>	> 55
• kin. viscosity at 40 °C	[mm <sup>2</sup> /s]	<b>3.38</b>	2.00 - 4.50
• Water content	[mg/kg]	<b>80</b>	max. 200
• Cetane number / corrected to CFR level (EN 590)		<b>52.5 / 51.0</b>	min. 51
• Lubrication (HFRR)	[µlm]	<b>351</b>	max. 460
• Mono-aromatics	[Vol.-%]	<b>25.2</b>	-
• Di-aromatics	[Vol.-%]	<b>3.6</b>	-
• Tri+ aromatics	[Vol.-%]	<b>0.6</b>	-
• Poly-aromatics	[Vol.-%]	<b>4.1</b>	max. 8
• Total aromatics	[Vol.-%]	<b>29.2</b>	-
• Total soiling	[mg/kg]	<b>5</b>	max. 24
• Sulfur content	[mg/kg]	<b>287</b>	max. 10
• FAME content	[Vol.-%]	<b>0.16</b>	max. 7
• Filterability (CFPP)	[°C]	<b>- 8</b>	= summer DK
• Cloud point	[°C]	<b>- 2</b>	-
• Oxidation stability	[g/m <sup>3</sup> ]	<b>1</b>	max. 25

Findings: PETROLAB 20/09 No. 1

Test costs - cost center

Image access no.

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Author Non-responsive content removed	Telephone viewed	Date of conclusion <b>04/14/2009</b>
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**From:** Non-responsive content removed  
**To:** [redacted]  
**CC:** [redacted]  
**Date:** 09/24/2009 09:08:00  
**Topic:** ANS: [redacted] minutes  
**Attachments:** ["Protokoll Gespräch CP4 Zerlegeaudit \(11.09.09\).msg"](#)

I read the minutes yesterday.

You were included in the distribution list, but incorrectly written; Delivery problem should actually have been notified to [redacted]

Regards

[redacted]

>  
>From: Non-responsive content removed  
>Sent: Thursday, September 24, 2009 8:27 AM  
>To: Non-responsive content removed  
>Subject: [redacted] minutes  
>  
>Good morning [redacted]  
>  
>Has Bosch distributed minutes for the [redacted] discussion?  
>  
>Regards [redacted]  
>

[redacted]

>AUDI AG

[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 >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:** 9/23/2009 7:40:32 AM

**Subject:** Minutes of meeting CP4 dismantling audit (09/11/2009)

**Attachments:** [Attachment 1 - Übersichtstabelle.pdf](#)  
[Protokoll 090911 CP4 Zerlegeaudit.pdf](#)  
[Attachment 2 - Übersichtstabelle.pdf](#)

Hello,

Please find as an attachment the minutes for the quality meeting CP4 between Audi and Bosch on 09/11/2009 in [REDACTED] on the topic of "CP4 dismantling audit".

In addition, the tables which were shown during the meeting

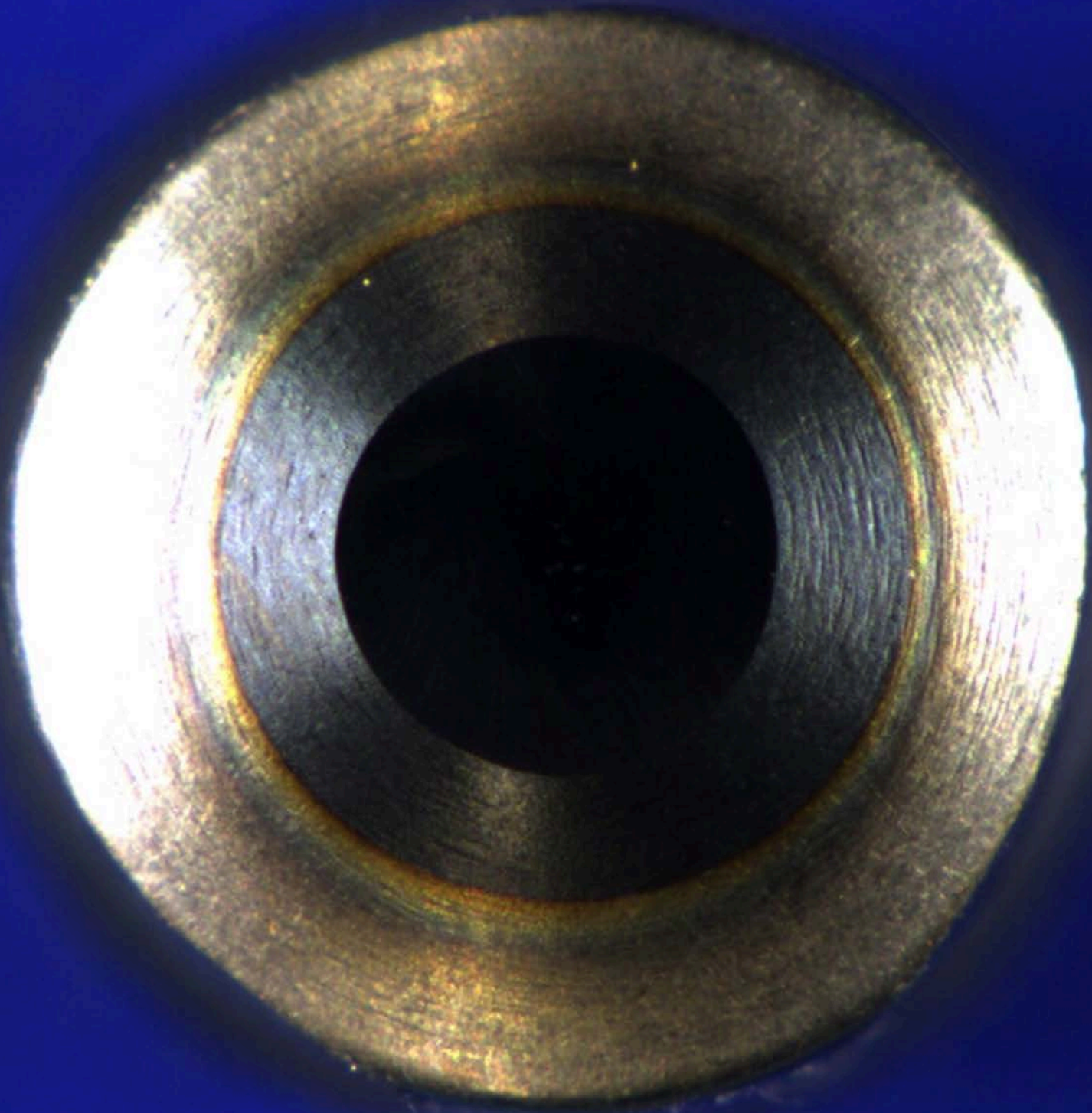
The discussed photographs will be sent to you in separate e-mails on account of their size.

Mit freundlichen Grüßen / Best regards

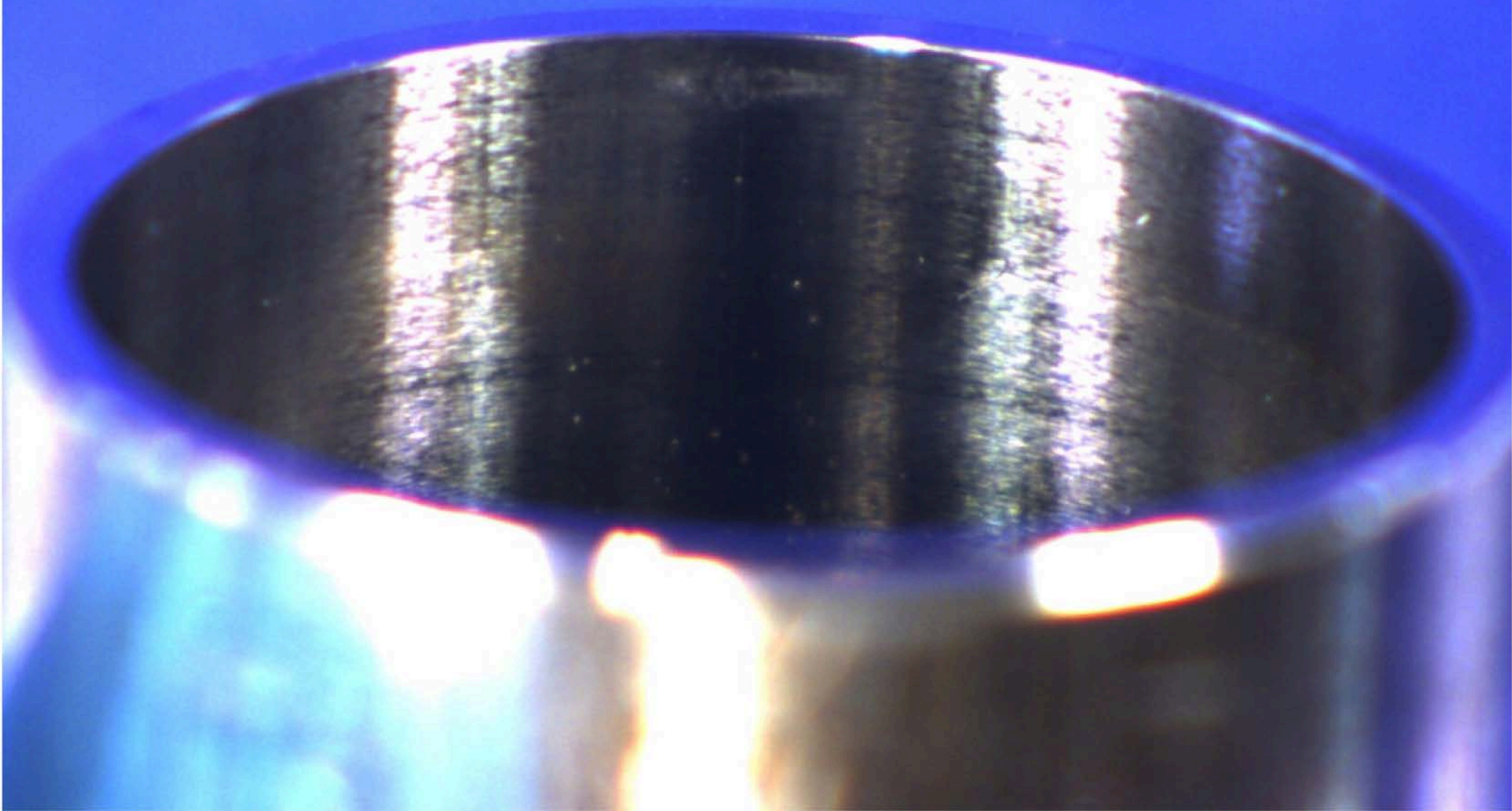
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Robert Bosch AG

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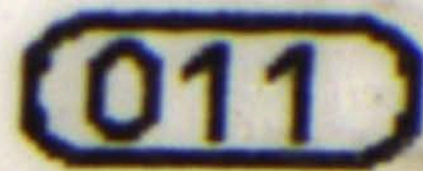








**BOSCH**



0 445 B20 169-20

CP4.2HS-747-2x5,625-REC

059 130 755 AL



00 000982

BPT 4186



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Made in Germany

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

**CC:** [Redacted]

3/27/2008 8:49:04 AM

**Subject:** Re: CP4.1 drivetrain damage overview

**Attachments:** [HDP gefressen am KT.pdf](#)  
[CP41Triebwerk\\_1.pdf](#)

Dear Sir/Madam,

The attachment includes the additions to the summary of the test sequence (EFT) from [Redacted]

<<HDP\_gefressen\_am\_KT.pdf>>

Mit freundlichen Grüßen / Best regards

**BeQIK**

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**From:** [Redacted]

**Sent:** Tuesday, March 25, 2008 12:45 PM

**Subject:** [Redacted]

**Cc:** [Redacted]

**Subject:** CP4.1 drivetrain damage overview

Dear Sir/Madam,

The attachment includes an overview of the 3 complaints from [Redacted]

<<CP41Triebwerk\_1.pdf>>

Mit freundlichen Grüßen / Best regards

**BeQIK**

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