EA11003EN-01122[0]	
From To CC	
Date	: 8/25/2011 11:52:00 AM
100 A 100 - 100 A	t: ANS: HP from endurance run for diagnosis
Attachments	: VW361MECM01 -0S 19808 mls 18.06.2011mit Motor aus.txt Tankkarte VW361MECM01 0S.PDF
Hello ^{Non-responsive conten} tremoved Here is the additional inform	mation
There is the additional information	maton.
-Vehicle number:	VW361MECM01-0S
- Mileage:	31,874 km
Regards	
Non-responsive conten t removed	

From:^{Non-responsive content removed}
Sent: Thursday, August 25, 2011 12:18 PM
To:Non-responsive content rem
Cc:oved
Subject:ANS: HP from endurance run for diagnosis
Hello

I can't give you any information about the project!

can you please place this in the proper channels?

Regards,

Non-responsive content re moved

> From Non-responsive content removed Sent: Thursday, August 25, 2011 12:09 PM To Non-responsive content removed

CCHNon-responsive content removed

Subject: ANS: HP from endurance run for diagnosis

Hello

ASAP for diagnosis

Non-responsive content removed

Please carry out diagnosis ASAP. Unfortunately, pump has been neglected due to lack of information.

Note: Contrary to the information in the mail, this is not a pump from N MS, but rather from N CS.

After speaking with

EA11003EN-01122[1]

Driving profile: Public roads
 WHERE: USA
 Fueling At local public gas stations
 Vehicle: NCS (Jetta) Non-responsive content removed
 Mileage: Information will be provided by

The diagnosis must be booked to activity => Gain in findings, because project has long been closed

Best regards / mit freundlichen Grüßen

Robert Bosch GmbH Non-responsive co ntent removed

Tel. Non-responsive content r Fax PC fax Non-responsive content Mobile Non-responsive content removed

Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart, Commercial Register No. 14000; Chairman of the Supervisory Board: Hermann Scholl; Management: Franz Fehrenbach, Siegfried Dais; Stefan Asenkerschbaumer, Bernd Bohr, Rudolf Colm, Volkmar Denner, Wolfgang Malchow, Peter Marks, Uwe Raschke, Wolf-Henning Scheider, Peter Tyroller

:

From: Non-responsive content removed Sent: Thursday, August 25, 2011 7:52 AM To Non-responsive content removed Subject:RE: HP from endurance run for diagnosis

Hello removed

The pump mentioned below BPT0451 is with me. It has not been registered because I do not have any information on it.

What is supposed to happen to it? Mit freundlichen Grüßen / Best regards

Von-responsive content rem ed

Robert Bosch GmbH Non-responsive c ontent removed

www.bosch.com

EA11003EN-01122[2]



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:

From: Non-responsive content removed Sent: Wednesday, August 24, 2011 10:53 AM To: Non-responsive content removed Subject: Re: HP from endurance run for diagnosis

Hello Do you know anything about the parts?

I'm looking for the US HPP.

Mit freundlichen Grüßen / Best regards

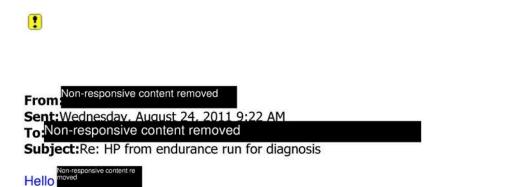
Robert Bosch GmbH



www.bosch.com



Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart, Commercial Register No. 14000; Chairman of the Supervisory Board: Hermann Scholl; Management: Franz Fehrenbach, Siegfried Dais; Stefan Asenkerschbaumer, Bernd Bohr, Rudolf Colm, Volkmar Denner, Wolfgang Malchow, Peter Marks, Uwe Raschke, Wolf-Henning Scheider, Peter Tyroller



EA11003EN-01122[3]

I'm looking for the US HPP. 03L 130 755 A no info on the HP ;-(08 081210 BPT 0451 Is the pump in your database?

If so, what is the diagnosis status?

Regards

Best regards / mit freundlichen Grüßen

Robert Bosch GmbH Non-responsive c ontent removed

Tel. Non-responsive content removed Fax PC faxNon-responsive content re Mobile moved Non-responsive content removed

Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart, Commercial Register No. 14000; Chairman of the Supervisory Board: Hermann Scholl; Management: Franz Fehrenbach, Siegfried Dais; Stefan Asenkerschbaumer, Bernd Bohr, Rudolf Colm, Volkmar Denner, Wolfgang Malchow, Peter Marks, Uwe Raschke, Wolf-Henning Scheider, Peter Tyroller

!

From:Non-responsive content removed Sent:Tuesday, August 23, 2011 5:24 PM To Non-responsive content removed Subject:Re: HP from endurance run for diagnosis

Here is some info on the US pump

From: Non-responsive content rem Sent: Friday, July 22, 2011 3:25 PM To Non-responsive content removed Cc: Subject: ANS: HP from endurance run for diagnosis Hello emoved

Here is the story of the HPP from MNS (Q verification run, failure at 31,874 km)

During a shift trip yesterday (Friday, 6/17/2011), motorway with approx. 120 km/h, the engine suffered a drop in power.

EA11003EN-01122[4]

No more gas was accepted, the preheat light started blinking in instrument cluster; when the vehicle came to a stop, the engine died. The vehicle could no longer be started and had to be towed to the station.

3 static error memory entries in CU01: "P0087 Fuel rail / system pressure too low 0110 0001 Upper threshold exceeded" Diagra extract from the engine and transmission MVB attached.

A fuel sample was taken from the vehicle and examined with "fuel identification device DMP 02".

(Unfortunately, this device only makes statements on the fuel type, not the quality.) Result: 100% diesel (see attached photo "diesel sample")

The HPP was analyzed in an initial approach, and several shavings were found (see photos).

HPP part data:

805 010 511 0, Bosch 1000, 1027, 02/53R/1S4PC/RC, A557 031 L30, 01 21 80 80, 1540TPB.

Crafter and RPU HPP ran with removed inspection fuel. Low-pressure circuit in both series.

We are trying to obtain the additional information (questionnaire) you requested; when we get it, we will let you know in a diagnosis meeting.

Please send me and the results of the **second** HPP analysis in advance. I will not be able to find out the results in PM 117 due to the plant holiday.

Thank you



From Non-responsive content removed Sent:Friday, July 22, 2011 1:57 PM To^{Non-responsive content removed}

Subject: Re: HP from endurance run for diagnosis

Hello

Here are the questions from

Best regards, Non-responsive content r emoved

EA11003EN-01122[5]

Volkswagen AG Non-responsive conten t removed Telled Mobile Non-responsive content remov

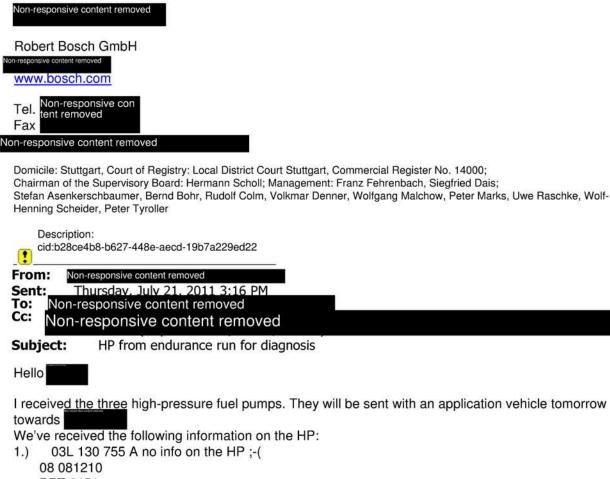
From Non-responsive content removed Sent: Thursday, July 21, 2011 4:53 PM ToNon-responsive content removed Subject: ANS: HP from endurance run for diagnosis

Hi all,

If I see it correctly, the lower two are the failures? Please provide answers to my questions as best you can, thanks.

It would be very helpful in the diagnosis. Thank you.

Mit freundlichen Grüßen / Best regards



- BPT 0451 2.) 03L 130 755 AB from VN with 89,297km 02 211010 BPT 0249
- 2.) 03L 130 755 AB from VN with 143,821km (EVT) 08 100810 BPT 0022

Can you please let us know the missing information about HP number 1?

please enter the HPs in the diagnosis list. The HPs are in a Passat (NMS) that will be sent from to the tomorrow.

Please take the parts from the trunk on Monday and give them to removed

Thanks for your efforts!

EA11003EN-01122[6]





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< OLE object: Picture (Enhanced Metafile) >>

EA11003EN-01124[0]

ENTIRE PAGE CONFIDENTIAL

	Date/	Filling sta	ation/				Driv Fak		l	Fi Gafi	Ga	ff llons/					
	Organi	1 4 4 4 4					Non roo	nonciv		V	V						
	5/28/2011 2:09:00 AM 5/30/20	11 TAMPA TRAVEL CENTEROP	S SEFFNER	FL	108		Non-res		2,222	D2 LS	11.51	\$3.050	\$45.57				
	5/28/2011 2:23:00 PM 5/30/20		LAKE PANASOFF		108		content	remov	13,652	D2 LS	11.38	\$4.058					
	5/29/2011 4:01:00 AM 5/31/20		BROOKSVILLE	FL	108				14,032	D2LS	11.56		\$45.08				
÷	5/31/2011 4:45:00 PM 6/2/20	11 CHEVRON 0046963	LAKE PANASOFF	FL	108		ed		14,247	D2 LS	7.53	\$4.039	\$30.39				
	6/1/2011 4:42:00 AM 6/2/20		WILDWOOD	FL					14,616	D2 LS	9.30	\$3.978	\$37.00				
	6/1/2011 5:42:00 PM 6/2/20		TAMPA	FL					15,029	D2 LS	10.34	\$3.899	\$40.32				
	6/2/2011 3:48:00 AM 6/3/20		REDDICK	FL					15,325	D2 LS	7.30		\$29.05				
	6/3/2011 1:05:00 AM 6/4/20		LAKELAND	FL					14,827	D2 LS	12.74	\$3.980					
	6/4/2011 5:11:00 PM 6/6/20		PLANT CITY	FL					16,219	D2 LS	11.09	\$3.896					
	6/7/2011 5:21:00 PM 6/9/20		BROOKSVILLE	FL					16,509	D2 LS	7.83	\$3.780					
	6/8/2011 3:32:00 AM 6/9/20		OCALA	FL					16,854	D2 LS	9.00	\$4.094					
	6/9/2011 3:44:00 PM 6/11/20	11 SHELL OIL 575411893QPS	OCALA	FL	108				17,210	D2 LS	10.60	\$4.061	\$43.05				
	6/7/2011 5:21:00 PM 6/9/201	1 RACETRAC451 00004515	BROOKSVILLE	FL	108		Non-responsi	ve conte	16,509	D2 LS	7.83	\$3.780	\$29.60				
	6/9/2011 3:44:00 PM 6/11/20	11 SHELL OIL 575411893QPS	OCALA	FL	108		nt removed	0 001110	17,210	D2 LS	10.60	\$4.061	\$43.05				
	6/4/2011 5:11:00 PM 6/6/201	1 SHELL OIL 575423826QPS	PLANT CITY	FL	108		it removed		16,219	D2 LS	11.09	\$3.896	\$43.21				
	6/8/2011 3:32:00 AM 6/9/201	1 CHEVRON 0201128	OCALA	FL	108				16,854	D2 LS	9.00	\$4.094	\$36.85				
	Transaction 1Posted Date Merchant	Na Merchant City	Merchant State	Vehi	crd Num	First Name	Last Name	Employee Number	VIN	ID Numbe	POS ir First	POS Las Name	^t Odometer	Product	Unit/Gallons	PPU/PPG	Cost
				-2307/10 1725220			sectore secolaria	Number			Mamo			STREET,			
	3:55:00 PM 6/17/2011 CHEVRO		FL	108	556735108		VEHICLE		AU461400	Non-	respo	onsive	18,847 L		12.35	\$3.974	\$49.07
	4:37:00 PM 6/15/2011 SHELL O		FL	108	556735108		VEHICLE		AU461400 AU461400				17,701 1		12.51	\$3.914	\$48.97
	4:20:00 PM 6/15/2011 WILDWO		FL	108	556735108		VEHICLE		AU461400	come	intie	niov	18,030 [8.94	\$4.002	\$35.78
	5:09:00 PM 6/17/2011 MARATH 5:37:00 AM 6/18/2011 SLIGH PI		FL.	108	556735108 556735108		VEHICLE		AU461400	ed			19,263 L		11.84	\$3.882	\$45.96
	4:10:00 AM 6/18/2011 SLIGH PI		FL	108	556735108		VEHICLE		AU461400	C. No. of Control of C			19,628 E		10.63	\$3.951	\$42.00
	4:10:00 AM 6/16/2011 GATE 11	12 WILDWOOD	PL.	108	556735108		VEHICLE		A0461400				18,389 0	JZLS	9.00	\$4.001	\$36.01

	ENTIRE PAGE CONFIDENTIAL
EA11003EN-011	
From: To:	Non-responsive content removed
CC:	
D .1	
Date: Subject:	8/30/2011 9:00:15 AM Status: Re: SWP VW361MECM015-0S HPP Ausfall Station
	Tankkarte VW361MECM01-0S.PDF
	2011-07-11_11-27-12.pdf
	WG_Liegenbleiber VV
	VW361MECM015 0S SWP Report.pdf
Hello,	
Has there been	an analysis, etc. yet for this HPP?
Please let me kr	now the status.
Best wishes,	
From:	e content removed
	July 11, 2011 11:55 AM nsive content removed
Cc:	
Subject: SWP VW3	61MECM01 -0S HPP Breakdown Station
Hello	-
2	
	pe: see PDF) has arrived in second second second second and second s
Non-responsive content n	will not be back until Thursday, 07/14/11; the
analysis v	vill begin then.
PS: Non-responsive	e content removed
Regards,	on behalf of Non-responsive content rem
From: ^{Non-responsive}	content removed
Sent:Thursday, Jun	e 23, 2011 10:00 AM
CcNon-responsive content re Subject:RE: SWP V	moved W361MECM01_0S HP StatU1 _ Advance info
10.01	
Hello,	
Advance info on	breakdown VW361MECM01 -0S HPP:
	lirectly on site through Non-responsive content removed initiated in lab:
	components / fuel filter sent to by express dispatch (contact with Non-responsive content rem
- Fuel receipts fo	or the vehicle requested by the station. (Tankkarte VW361MECM01: 0S.PDF)
- Visual inspection	on of fuel filter carried out (shavings present too)

Best wishes, Non-responsive content remo ved

EA11003EN-01127[0	1
From:"	Non-responsive content removed
То:"	
CC:"	
Date:	6/20/2011 6:07:17 AM
	Re: Breakdown VW361 2I 103kW, shavings in HPP
Attachments:	VW361MECM01 -0S 19808 mls 18.06.2011mit Motor aus.txt
	VW361MECM01 -0S 19808 mls 18.06.2011 Getriebe.txt

FYI

From: Sent:Sunday, June 19, 2011 1:19 AM To:Non-responsive content removed Cc: Subject:Breakdown V/W361 2I 103kW, shavings

Subject:Breakdown VW361 2I 103kW, shavings in HPP Importance:High

Hello

Here is some advance information on the SWP that we are going to write as a result of breakdown VW361MECM01 -0S.

During a shift trip yesterday (Friday, 06/17/2011), motorway with approx. 120Km/h, the engine suffered a drop in performance. No more gas was accepted, the preheat light started blinking in the instrument cluster; when the vehicle came to a standstill, the engine died. The vehicle could no longer be started and had to be towed to the station.

3 static error memory entries in CU01: "P0087 Fuel rail / system pressure too low 0110 0001 Upper threshold exceeded" Diagra extract from the MVB engine and transmission attached.

A fuel sample was taken from the vehicle and examined with "fuel identification device DMP 02". (Unfortunately, this device only makes statements on the fuel type, not the quality.) Result: 100% diesel (see attached photo "diesel sample")

The HPP was analyzed in an initial approach, and several shavings were found (see photos). HPP part data: 805 010 511 0, Bosch 1000, 1027, 02/53R/1S4PC/RC, A557 031 L30, 01 21 80 80, 1540TPB.

Please let me know how to continue.

Regards,

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! ! ! EA11003EN-01134[0]

ENTIRE PAGE CONFIDENTIAL

Date	No.	Designation	Reason for removal	mls	Part no.	Quantity	Dispatch date
6.22.2011	VW361MECM01-0S	Kraftstofffilter / Fuel filter	Analysis	19,808	1K0 127 400K	1	
6.22.2011	VW361MECM01-0S	Fördereinheit / Pump	Analysis	19,808	1K0 906 089A	1	-
6.22.2011	VW361MECM01-0S	Einspritzleiste / Fuel Rail	Analysis	19,808	03L 130 089	1	
6.22.2011	VW361MECM01-0S	Injektor 4 / Injector 4	Analysis	19,808	03L 130 277A / 044 5116 011 2142	1	
6.22.2011	VW361MECM01-0S	Injektor 3 / Injector 3	Analysis	19,808	03L 130 277A / 044 5116 011 2131	1	
6.22.2011	VW361MECM01-0S	Injektor 2 / Injector	Analysis	19,808	03L 130 277A / 044 5116 011 2142	1	
6.22.2011	VW361MECM01-0S	Injektor 1 / Injecto	Analysis	19,808	03L 130 277A / 044 5116 011 2161	1	
6.22.2011	VW361MECM01-0S	HDP / High-pressure pur,	Analysis	19,808	805 010 511 0	1	×
		2					÷
					h.		
	÷						
		AWB no.: TRK #	872180016630				

6.22.2011

EA11003EN-01135[0]

ENTIRE PAGE CONFIDENTIAL

Date/ Deeferm	Filling sta	ation/				Driv Fak		l	Fi Gaf	Jel/ Isto Ga	ff llons/ on 4					×
5/28/2011 2:09:00 AM 5/30/2011 5/28/2011 2:23:00 PM 5/30/2011 5/29/2011 4:01:00 AM 5/31/2011 5/31/2011 4:45:00 PM 6/2/2011 6/1/2011 5:42:00 PM 6/2/2011 6/1/2011 3:48:00 AM 6/3/2011 6/3/2011 1:05:00 AM 6/3/2011 6/4/2011 5:11:00 PM 6/6/2011 6/8/2011 3:32:00 AM 6/9/2011 6/9/2011 3:44:00 PM 6/1/2011	TAMPA TRAVEL CENTEROPS EXXONMOBIL 97418859 RACETRAC451 00004515 CHEVRON 0046963 GATE 1142 Q80 MARATHON OIL 107995 PETRO OCALA QPS 7-ELEVEN 32974 SHELL OIL 5754238260PS RACETRAC451 00004515 CHEVRON 0201128 SHELL OIL 575411893QPS	S SEFFNER LAKE PANASOFF BROOKSVILLE LAKE PANASOFF WILDWOOD TAMPA REDDICK LAKELAND PLANT CITY BROOKSVILLE OCALA OCALA	Non -re spo nsi ve con ten t r emo ved	108 108 108 108 108 108 108 108 108 108		Non-resp content r ed		2,222 13,652 14,032 14,247 14,616 15,029 15,325 14,827 16,219 16,509 16,854 17,210	D2 LS D2 LS	11.38 11.56 7.53 9.30 10.34 7.30 12.74 11.09 7.83 9.00	\$3.959 \$4.058 \$3.900 \$4.039 \$3.978 \$3.899 \$3.979 \$3.980 \$3.896 \$3.780 \$4.094 \$4.061	\$46.18 \$45.08 \$30.39 \$37.00 \$40.32 \$29.05 \$50.70 \$43.21 \$29.60 \$36.85				
6/7/2011 5:21:00 PM 6/9/2011 6/9/2011 3:44:00 PM 6/11/2011 6/4/2011 5:11:00 PM 6/6/2011 6/8/2011 3:32:00 AM 6/9/2011	RACETRAC451 00004515 SHELL OIL 575411893QPS SHELL OIL 575423826QPS CHEVRON 0201128	BROOKSVILLE OCALA PLANT CITY OCALA		108 108 108 108		Non-responsi nt removed	ve conte	16,509 17,210 16,219 16,854	D2 LS D2 LS D2 LS D2 LS	7.83 10.60 11.09 9.00	\$4.061	\$29.60 \$43.05 \$43.21 \$36.85				
Transaction 1Posted Date Merchant Na	Merchant City	Merchant State	Vehicre	d Num	First Name	Last Name	Employee Number	VIN	ID Numb	POS ar First Name	POS Last Name	Odometer	Product Description	Unit/Gallons	PPU/PPG	Cost
3:55:00 PM 6/17/2011 CHEVRON 0 4:37:00 PM 6/15/2011 SHELL OLL 5 4:20:00 PM 6/15/2011 WILDWOOD 5:09:00 PM 6/17/2011 MARATHON 5:37:00 AM 6/18/2011 SLIGH PETR 4:10:00 AM 6/16/2011 GATE 1142	PLANT CITY WILDWOOD TAMPA RTAMPA	FL FL FL FL FL	108 5 108 5 108 5 108 5	5673±108 5673±108 5673±108 5673±108 5673±108 5673±108		VEHICLE VEHICLE VEHICLE VEHICLE VEHICLE		AU4614000 AU4614000 AU4614000 AU4614000 AU4614000 AU4614000	6 6 6	Non-re	esponsi ent rem		02 LS 02 LS 02 LS 02 LS	12.35 12.51 8.94 11.84 10.63 9.00	\$3.974 \$3.914 \$4.002 \$3.882 \$3.951 \$4.001	\$49.07 \$48.97 \$35.78 \$45.96 \$42.00 \$36.01

EA11003EN-01136[0]	
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Serious problem in verification run



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Complaint to team: Engine

Vehicle	class:
---------	--------

VW361ME

Breakdown

From station: US

Complaint	Note	Analysis(A), Measure(M), Date(T)	Status	Responsibility	Vehicle	VIN	Mileage / Date
Engine died during shift trip.	1	A: No more gas was accepted, preheat light blinking in instrument cluster. The vehicle could no longer be started and had to be towed to the station. 3 stat. FSP entries In CU01:"Fuel rail / system pressure too low 0110 0010 lower threshold exceeded". MVB engine extract in attachment. Shavings found in HPP (see photos). HPP part data: 805 010 511 0, Bosch 1000, 1027, 02/53R/1S4PC/RC, A557031L30, 0121 8080, 1540TPB. M: T:		Non-responsive c ontent removed	VW361ME CM015-0S 2.0I 103 kW TDI CR ULEV2 Engine no. CJA 107539 Transmission no.: Transmission type: DQ250-6F	3VWLL7AJ4 CM	31,871 km 6/17/2011
contact person:		Non-responsive content removed					

Legend (Status):

0-Problem recorded, 1-Analysis performed, 2-Measure defined,

3-Measure deployed, 4-Measure effective, 5-Measure ineffective, 6-Measure rejected

EA11003EN-01136[1]	ous problem in	verification run	Non-responsive conte nt removed
Complaint to team: E	Engine	From station: US	
Vehicle class:	VW361ME	Breakdown	X
Photos			



Photos

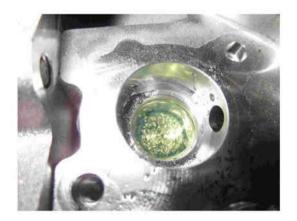
IMG_2595_60KB

VW361MECM01 0S, 19808 km, 06/17/2011



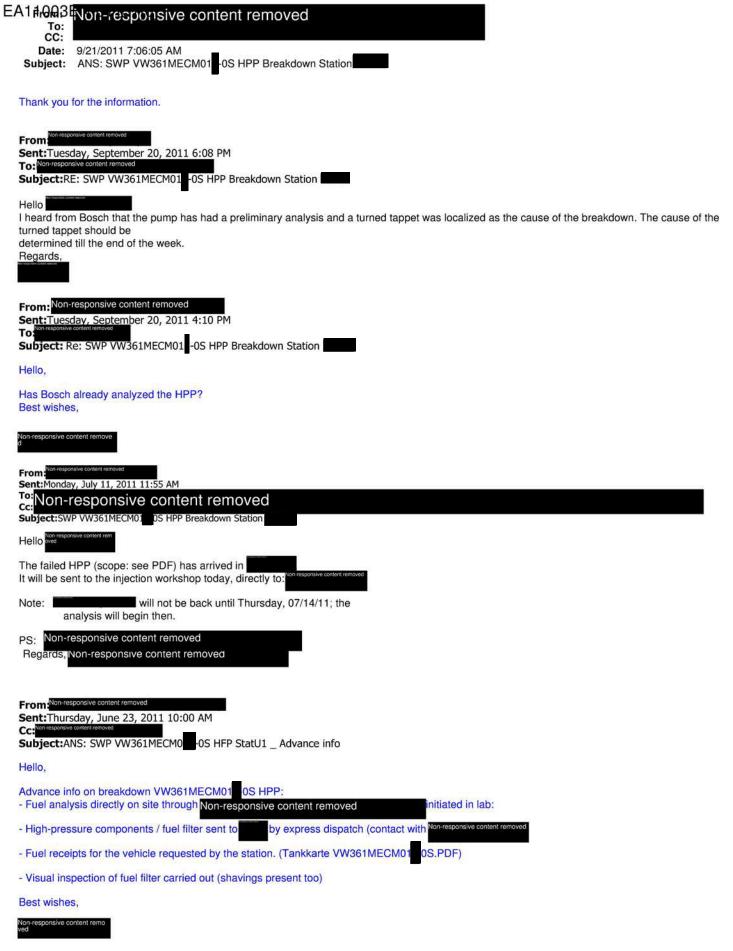
IMG_2596_60KB

VW361MECM01 -0S, 19808 km, 06/17/2011









EA11003EN-01139[0]

Non-responsive content removed 93 12/11/2006 High-pressure fuel pump US 03LD/17467 07 V 130 Bst.2 Lot2 Plastic CH cap loose, locking screw under cap wet (fuel leaking) Leaking confi Pump will be 1 h (commissioning) Non-responsive content removed

Non-responsive content removed

ENTIRE PAGE CONFIDENTIAL Component damage in CR development

Active WK 15/07

		-
		-
		-
		-
		-
		-
onfirmed in further inspection run (running time: 48 h). be sent to Bosch for analysis (12/18)		12/18/2006





Component damage in CR development Measure verified Wk 07/07 Dele Analysis Corrective measure Verification of measure Optimization potential for future project Last change Dele Analysis on 06/22/06 Part at Bosch NG Kon test rig Cause: Return pressure on test rig in too high Check test rig in the initial for future project Last change

No.	Date	Component	Engine	Running time	Complaint	Responsible	Analysis			
No	Non-responsive content removed									
31		HP pump 03L 130 755 / CP 4.1 From Bosch	03LB/16916		Oil leaking forward on radial shaft seal		Bosch in for analysis on 06/22/06 Part at Bosch OK on test rig Cause: Return pressure on test rig in too high			
Nor	i-responsive	content removed								

ENTIRE PAGE CONFIDENTIAL 2.01 CR 103 kW US '07 Test bench failures

Test run	Engine	Construction stage	Running time	Assessment	Result / measure
Non-responsiv	e content remove				
-1					
->					
VCT	03LD/16346	1/2	40 h	failure	HPP: Roller cam wear
					(standing roller) Measure: accurate production
Non-responsiv	e content remove	ed			

Author: 04/12/2007 File name: Test bench failures Page: 1

Engine Development -

ENTIRE PAGE CONFIDENTIAL 2.01 CR 103 kW US '07 Test bench failures

Test run	Engine	Construction stage	Running time	Assessment	Result / measure
Non-responsiv	e content remove	ed			
VCT	03LD/17467	2/2	1 h	failure	High-pressure fuel pump leaking: in- creased press-in of O-ring from 0-series
Non-responsiv	e content remove	ed			

Engine Development -

ENTIRE PAGE CONFIDENTIAL 2.01 CR 103 kW US '07 Test bench failures

Test run	Engine	Construction stage	Running time	Assessment	Result / measure
Non-responsiv	e content remove	ed			
	·				

Engine Development -

Weekly report Engines WK 11/2008 To distribution list



Project scopes

1. EA 189 2.0I 103 kW CR-TDI BIN5 US07

- <u>Problem:</u> Breakdown in verification run after shutting off engine. Restart not possible. Defect in engine control unit, fuel/rail/ system pressure too low. Deposits of metal shavings found in the fuel tank, fuel filter, fuel supply unit of the tank, and high-pressure fuel pump.
- <u>Analysis:</u> Cross-check performed on other vehicles, no striking features - Preliminary diagnosis of the HPP showed a disturbance in the roller/ roller support area, "turned tappet", caused by insufficient lubricity, soiling, or incorrect fuel.
 - HPP forwarded to Bosch for further examination
 - Fuel sample under investigation

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Weekly report Engines WK 11/2008 To distribution list

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Page 2 of 2

EA11003EN-01144[0	
From: ^N	on-responsive content removed
То:	
CC:	
Date:	6/17/2008 2:0 <u>7:00 PM</u>
Subject:	Re: Minutes 886-071: Technical meeting AUDI/BOSCH on 06/09/2008
Attachments:	PGPexch.rtf
	886071 01 technik gespraech audi rb 080609 ohne anlagen.pdf
Hello ^{Non-responsive content}	
Non-responsive content removed mailbo	ox is full: can you please give it to him when he gets back? It's very

important for him. Thank you.

Best regards

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AUDI AG Non-responsive content r emoved
Tel Non-responsive content remo Faxved
IHC:
mobile:Non-responsive content removed
mailto Non-responsive content removed
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, Axel Strotbek, Werner Widuckel

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Original message	
From: Non-responsive content removed	
Sent: Tuesday, June 17, 2008 2	::47 PM
To: Non-responsive content removed	
Cc: Non-responsive content rem	loved
Non-responsive content remove	
Subject: Re: Minutes	86-071: Technical meeting AUDI/BOSCH on 06/09/2008

EA11003EN-01144[1]

Hello wed

I'm sure the sensor issues are important for you. The particle sensor should be given priority, because it is urgently required for future concepts. Please don't forward the minutes - they're for your use only!

Best regards

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AUDI AG Non-responsive content removed

Tel -Non-responsive content Fax removed BIK: mobile:Non-responsive content removed mailto Non-responsive content removed http://www.audi.com

Sitz/Domicile: Ingolstadt

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Original message
rom: Non-responsive content removed
Sent: Friday, June 13, 2008 6:13 PM
O: Non-responsive content removed lon-responsive content removed
Subject: Minutes 996.071, Technical meeting ALIDI/DOCOLL on 06/00/0000

Subject: Minutes 886-071: Technical meeting AUDI/BOSCH on 06/09/2008

Dear Sir/Madam,

Please find enclosed the minutes from the technical meeting in Ingolstadt on 06/09/2008 (without attachments due to size restrictions of the mail systems). on-responsive content removed

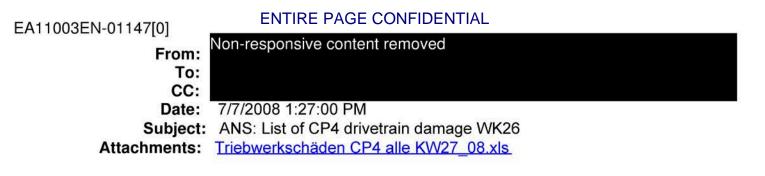
I will send you the full minutes on Monday, with the request that you please distribute it to the Audi participants.

BOSCH participants can download the full minutes until 06/17/08 at the following link.

Ablage
Best regards
Non-responsive content removed
Robert Bosch GmbH
Non-responsive content removed
www.bosch.com
Telephone:
PC fax: Non-responsive content remov
Mobile: Non-responsive content removed
Non-responsive content removed

Robert Bosch GmbH, Domicile: Stuttgart, Court of Registry: Amtsgericht Stuttgart HRB 14000 Chairman of the Supervisory Board: Hermann Scholl

Management: Franz Fehrenbach, Siegfried Dais, Bernd Bohr, Wolfgang Chur, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks, Volkmar Denner, Peter Tyroller



Hello,

> >

I thought about providing a diagnosis, too; but there has been no differentiation to date; they're all drivetrain damage with shavings on the MU and the Bosch claim of preliminary damage in the plant (which we have strongly denied in the interim).

All pumps go to Bosch, the ones from Audi vehicles / plants through me; the ones from VW... through

Unfortunately, things are sometimes different with the development pumps; that's why we have the orange gaps. ;-)

Here is the latest list:

2 new V6 from today Non-responsive content rem will also be added.

>Best regards
Non-responsive content re moved
AUDIAG
Non-responsive content remov ed
>From: Non-responsive content removed
>Sent: Monday, July 07, 2008 2:14 PM
>To: Non-responsive content removed
>Cc: Non-responsive content removed
>Subject: ANS: List of CP4 drivetrain damage WK26
> Hello
>I have had our people check the orange fields. The HPPs are not here. I find your overview table good, but perhaps the diagnosis result could also be briefly included.
>
>Will the two "new" field failure CP4.1's be sent to Audi or to ad or to ad??
>
>Regards
> Non-responsive content rem

EA11003EN-01147[1]

ENTIRE PAGE CONFIDENTIAL

> >

>From: Non-responsive content removed

>Sent: Thursday, June 26, 2008 11:54 AM

>To: Non-responsive content removed

>Cc:

Non-responsive content removed

>Subject: List of CP4 drivetrain damage WK26

>

>Hello

>Two more R4 drivetrain damage cases were added today.

>Please provide me or $\frac{Non-responsive content remove}{d}$ with the missing information for the orange fields (VW failures).

>Thank you.

>

>Hello

>Please help - as promised - I cannot get the information for the blue fields from >Thank you.

>

>Hello

>Please supplement the missing Bosch data.

>I would like to carry out a FUT in July for the drivetrain damage (+ info on how to proceed for particles) at FeP (target: WK29).

>Thank you.

>

> < File: Triebwerkschäden CP4 alle KW26_08.xls >>

>

>Best regards

> >Non-responsive content remove >d

>AUDI AG

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>ed
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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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EA11003EN-01148[0]

Drivetrain damage high-pressure pump CP4

12 II.								Failure lo	cation		Veh.	2			Vel	h. plant			Milea	ige veh.		Engin		Cold 1	test Pump	vorks	1	ML pun	np	1	_	_			Additional information
Keyword - Failure location	Veh. no.	Part no. Audi/VW	RB no	QTS-/ AV3 no.	IQIS no.	Field	d Venilsasion	Veh. plant	Hot test	FFT	VW A	udi No	on-resp	onsive	conter	it remov	ed		Number of starts	Start time	R4		V6 V63. 3.01 BIN5		time FeP	JhP	ML1	ML2	ML3 ML	4 DM pump		CP7 date		km	Comment / complaint
ased on units OP - 5/31/08																																			
A Laborator - the Cartan	1	03L 130 755		AV3 1180937	BSA000001209-001	1	1						192		2-9-11-	1		1.0		1	No. of Concession, Name				FeP	. (1-055	- 44	1 - C	10/20/20	307	1		1	Rail pressure too high (VW cold test); chips in HPP
Non-res		03L130 755	507	AV3 1180937	BSA000001210-001	1	S	5 - 3						- C	2-10-11-	- 1 - C	2		1				C 13		FeP	0	1-595	- 23		10/15/20	307		1.	1	Pail pressure too low (VW cold test); chips in HPP
	-	03L 130 755	. 507	2943784	WIA000001838-001		- 6	0 2					1.				S		1						FeP	10	1-260	- 3		3/5/2008	8		12	1	2 Zajos nem termel nyomást
onsive		03L 130 755	507	2949867	WIA000001840-001		12						8.6			1.2		1.0	1				2 K -		FeP	(1-540			3/11/200	38	1	17	1	Noise Pressure not OK
OUBIVE	3	03L 130 755		2949867	WIA000001840-002	2	18	8 - SI					10	1000	2.52		2	18							FeP	- 8 8	0	02-272	S 3	3/10/20	38		12	1	Noise Pressure not OK
conten	1	03L 130 755 A	.508		IGH000000105-001		ť						101			1 C		1							FeP		1-456			5/15/200					Fuel pressure flow increases to about 8 bar after the start within about 15 seconds (dynamometric brake)
	1	059 130 755 AE	611	2801936	WIA000001637-001		15			12					2.52		2	18	6		9	2	2		FeP	0	1-901	12		9/28/20	57		12	1	The necessary pressure cannot be established
remov		059 130 755 AE	611	2969671	WIA000001879-001		189	X	S			x	2	2	1.0		· · · · ·		Concernance -						FeP	0	1-078			3/19/20	38	T		1	D No fuel pressure
1011101	1	059 130 755 AE	611	AV3 1148290	BSA000001162-001		101	X		1 8	X	10	1		1.1	2	X	1	Insutti-	1.			X		FeP	. (1-416	- 44	1 - C	5/14/200	37	1	1	1	O Chips in injector (delivered in disassembled state)
ed	3	059 130 755 AB	611	AV3 1148290	BSA000001162-002	2	13	X		1 2	X						X		cient-				X		FeP	10	1-392	- 2		5/14/20	37	1	1	1 1	No CP4.2 conveyed volume
,u	1	059 130 755 AE	611	2799632	WIA000001635-001		- 23	X			X		1			1	X		prefilling				X	100	FeP	0	1-076			9/20/200	37			17	Mallunction/ probably turned tappet
	1	059 130 755 AE	611	2814871	WIA000001679-001		2	X	- í		X					- 2	X		CP7 GMD				x		FeP	(1-068	- 53	2 2	9/20/20	37				Engine will not start. High-pressure pump function
		03L 130 755 A	508	?	BSA000001229-001	1	X				X					2					2				FeP	10	1-119			8/23/20	37	1	1	23,92	Chips in fuel system, malfunction
	8P281000225	03L 130 755	.507	2973772	IGE000001819-001		X	0 2				X X	1 1					in the second	(C 0		FeP	0	1-156	- 3		10/12/20	307	1	D	15,42	5 Rail pressure sporadically not reached; Fuel !!!
	6 9 8018	059 130 755 AG	.613				X	5				x	2.2		1.1	- 2		X		1			X		FeP	0	1-626			11/30/2	007	1	17	40.00	D Engine died while driving at constant speed
	716 9 8017	059 130 755 AG	.613	S (###) (X	6 2	7	1		X	2.3		2 0 9	1	(d	X					X		FeP	0	1-633	10	S	11/30/2	007		12	62,30	0 Breakdown
	3GZ88000673	059 130 755 AE	611	33755/01	IGH000000402-001	X					X						X				-		X		FeP	10	1-314			5/24/20	37	1	1.	11,02	7 Engine will not start
	8K48N006273	03L 130 755	507	2974476	IGE000001820-001	X	9.2						2. 2.		X	- 2	0.000	11					0 K -		FeP	0	1-800			1/11/200		1	17	2	5 Veh. will not start.
	8K98A032732	059 130 755 AE	.611	2981499	IGE000001824-001	X	2.5					X	X		100		2	5		18		X			FeP		0	12-752		3/3/2008			10. J	1	5 Vehicle stopped while driving
	8T98A041438	059 130 755 AB	611		IGG2557	X	30	1				x		X								X			FeP	(1-394			3/27/20	38			300	0
	8K58A001297	059 130 755 AB	.611	3014805		X	10						X		200					1		X						- 3			11		10		sent to RB / common 4/16
	BK18A035821	03L 130 755	.507	3016558		X		()		8		x	X		1.1					12				1.1		C 1	-		15 - 13	- 3	2.2	1		1	sent to RB on 5/28/08
	8KX8N002048	03L 130 755	.507	3031672		X						X			X																				GM dated 6/9/08
	4L98D058437	059 130 755 AE	611	3045046		X		8 2				X	1		3			X	1	18			X		100			- 3		12			9	1	
	8K98N024347	059 130 755 AE	611	3047167		X	12			1)				X			10000				X						_		12	1			1	
	8K58A037278	03L 130 755		3051740		X						x	X												FeP	?	?? ?	??		3/15/20					sent to RB on 6/28/08 ?
	5NZ8W036616	03L 130 755	507	QT80288	23000216519	5 X	10				X)											JhP			03-152	1/22/20	08		10	3.45	2 Engine died while driving

Parts unavailable in-house:

6 cyl. 2.71 / 3.01	N			8-03-02	1																							
Non-responsi	8T48A037796	Part requested 5/8/2008		A5 2,7L TDI																								
Non-responsi	8K68N010292	Part requested 6/11/2008		A4 2.7L TDI																								
ve content r	4LX8D036043	Part requested 6/11/2008	000	Q7 3.0L TDI		3			 	an a	- 100		 			10 10				and states					100 C			- 10
emoved	4L98D048085	059 130 755 AE	.611	Q7 3.0L TDI		X	1			X	1			X		6 8	1	X		FeP	01-	1108	1	1/15/200	5		- 6	
cilloved	4LX8D052548	059 130 755 AB	.611	Q7 3.0L TDI	not delivered	X				X				X				X										
	4L48D050620	059 130 755 AE	611	Q7 3.0L TDI	not delivered	X	10		0.0000	X				X				X								- Deserver	100 100	
	WVGZZZ7LZ8D	059 130 755 AE	611	Touareg	not delivered	X			 X	(C)		2-2-2		X	2	2		X					1.1	- 3		2/13/20		.00
	WVGZZZ7LZ8D	059 130 755 AE	.611	Touareg	not delivered	X			X					X				X								2/7/200		.26
	WVGZZZ7LZ8D	059 130 755 AE	611	Touareg	not delivered.	X	12	2	 X	Sec. 1		10 12 13	- 5	X	5	8 - 18		X	- 11 - 11 - 11 - 11 - 11 - 11 - 11 - 1					- 1		5/16/20		.86
Q-AL Q7 BINS 3. Case	716 9 8017	059 130 755 AG	613		And a second for the second	1000	X			X		1. 1. 1.		X			0.1		X			-		- 2		100000		300 Veh. mileage 69,100 km
Q-AL Touareg BIN5	7L69D024	059 130 755 AG	.613	144			X			x				X			_		x	FeP	01-	900		1/22/200	1		2.7	23 Vehicle will not start

4 cyl. 2.0 CR

-responsive context remained	8K98A036067	Part requested WK22		
	8K58A025082	Part requested WK22	Service Street	a service and a service se
	8K68A039265	03L 130 755		New 6/26/08

bold = overseas transport ship + aircraft

EA11003EN-0114900

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(11003EN-01149[0]	From: To:	Non-responsive content removed
	CC:	
	Date: Thema: Attachments:	Monday, July 07, 2008, 9:54 AM Maintenance on vehicles. AU716-9-8018_F_Reparaturdaten.xls AU716-9-8017_F_Reparaturdaten.xls
Non-responsive content removed		
I have checked both life cycle	s for maintenanc	e on the diesel filter etc. and marked relevant text in "red".

If I have read it correctly, then:

- for 98018 nothing was done in this regard

- 98017 at 32,129 km (20k miles) the diesel filter was checked.

Did we not lay down the guideline like in the CS, to check every 10k miles and

to replace the diesel filter every 20k miles?

>With best regards

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AUDI AG Non-responsive conte nt removed

Non-responsive content removed >From: >Sent: Friday, July 04, 2008, 5:13 PM
>To: Non-responsive content remo
ved
>Subject: > > > >Both or not? >With best regards Non-responsive conten t removed >AUDI AG Non-responsive conten t removed

>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, Axel Strotbek, Werner Widuckel

>

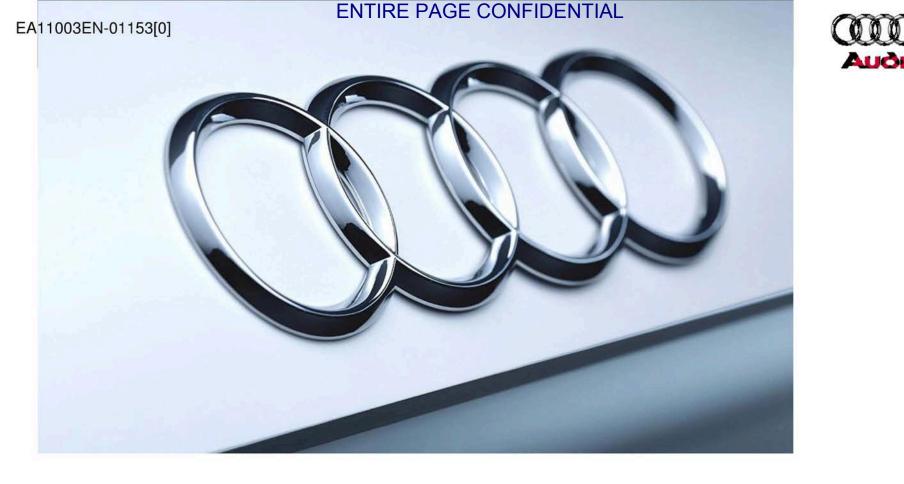
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>

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		20000 mile service, oil change, oil filter change, pollen filter, tire rotation,								
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AU716 98017	AU716 -9-8017		32,657.00		4/11/2008	USA	FALSE		# 7/4/2008	
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AU716 98017	AU716 -9-8017		44,817.00		4/25/2008	USA	FALSE		# 7/4/2008	
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AU716 98017	AU716 -9-8017		51,763.00		5/27/2008	USA	FALSE		# 7/4/2008	
AU716 98017	AU716 -9-8017		51,775.00		5/8/2008	USA	FALSE		# 7/4/2008	
AU716 98017		HPP opened and checked for shavings. NON-responsive	51,775.00		5/8/2008	USA		non-responsive	# 7/4/2008	
AU716 98017	AU716 -9-8017	content removed	51,786.00		5/20/2008	USA	FALSE	content removed	# 7/4/2008	
AU716 98017	AU716 -9-8017		60,834.00		6/10/2008	USA	TRUE		# 7/4/2008	
AU716 98017		HPP defective, removed and part to Ingo	62,287.00		6/13/2008	USA	FALSE	non rochonsius	# 7/4/2008	
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AU716 98017	AU716 -9-8017		62,288.00		6/21/2008	USA	TRUE		# 7/4/2008	
AU716 98017	AU716 -9-8017		62,288.00		6/23/2008	USA	TRUE		# 7/4/2008	
	AU716 -9-8017		62,288.00		6/24/2008		TRUE		# 7/4/2008	
AU716 98017	AU716 -9-8017	HPP, fuel rails, fuel filter, injectors, fuel lines replaced. NON-responsive	62,288.00		6/23/2008	USA	FALSE	non-responsive	# 7/4/2008	
AU716 98017	AU716 -9-8017	content removed	64,571.00		6/27/2008	USA	FALSE	content removed	# 7/4/2008	
AU716 98017	AU716 -9-8017		64,572.00		6/27/2008	USA	FALSE		# 7/4/2008	
AU716 98017	AU716 -9-8017		65,965.00		6/30/2008	USA	FALSE		# 7/4/2008	

ItemNo_Search	Item No	Repair	km	Mechanic	Repair date	Station	Special installation?	PNo_CRNo	Contact SC	DPRO	O Text43	Text45
		non-responsive					<u> </u>	non-				
U716 98018	AU716 -9-8018	content removed		Non-r espon	2/6/2008	Plant	FALSE	responsive		#	7/4/2008	
U716 98018	AU716 -9-8018			espon sive conte	2/18/2008	Nor	FALSE	content removed		#	7/4/2008	
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U716 98018	AU716 -9-8018		4,013.00		2/21/2008		FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		13,186.00		3/6/2008		TRUE			#	7/4/2008	
U716 98018	AU716 -9-8018		13,692.00		3/28/2008		FALSE			#	7/4/2008	
	9-9010						. ALOC				,rii2000	
U716 98018	AU716 -9-8018		17,946.00		3/10/2008		FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		17,950.00		3/10/2008		FALSE			#	7/4/2008	
.U716 98018	AU716 -9-8018		18,650.00		3/11/2008		FALSE		_	#	7/4/2008	
U716 98018	AU716 -9-8018		18,650.00		3/11/2008		FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		22,000.00		3/28/2008	USA	FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		22,046.00		3/29/2008	USA	FALSE			#	7/4/2008	
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U716 98018	AU716 -9-8018		22,622.00		4/2/2008	USA	TRUE			#	7/4/2008	
U716 98018	AU716 -9-8018		23,248.00		4/2/2008	USA	FALSE			#	7/4/2008	
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U716 98018	AU716 -9-8018		24,306.00		4/3/2008	USA	FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		28.645.00		4/7/2008	USA	FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		28,645.00		4/7/2008	USA	FALSE			#	7/4/2008	
U716.98018	AU716 -9-8018		29,362.00		4/8/2008	USA	FALSE			#	7/4/2008	
										6		
U716 98018	AU716 -9-8018		30,968.00		4/11/2008	USA	FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		30,968.00		4/11/2008	USA	FALSE			#	7/4/2008	
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U716 98018	AU716 -9-8018		32,758.00		4/11/2008	USA	FALSE		_	#	7/4/2008	
U716 98018	AU716 -9-8018		32,759.00		4/11/2008	USA	FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		32,759.00		4/11/2008	1154	FALSE				7/4/2008	
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U716 98018	AU716 -9-8018		34,291.00	-	4/18/2008	USA	FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		39,861.00		4/24/2008	USA	FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		40,591.00		5/10/2008	USA	FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		40.591.00		4/25/2008	USA	FALSE			#	7/4/2008	
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U716 98018	AU716 -9-8018		40,625.00		5/21/2008	USA	FALSE			#	7/4/2008	
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U716 98018	AU716 -9-8018		42,832.00		5/20/2008	USA		removed		#	7/4/2008	
U716 98018	AU716 -9-8018		43,539.00		5/20/2008	USA	FALSE			#	7/4/2008	
and an Will Mar			10,000,00				. ALOC				1112008	
U716 98018	AU716 -9-8018		44,418.00		5/27/2008	USA	FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		47,326.00		6/13/2008	USA	FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		47,326.00		6/13/2008	USA	FALSE			#	7/4/2008	
U716 98018	AU716 -9-8018		47,326.00		6/13/2008	USA	FALSE			#	7/4/2008	
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U716 98018	AU716 -9-8018		47,326.00		6/14/2008	USA	FALSE			Ħ	7/4/2008	
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U716 98018 U716 98018	AU716 -9-8018		48,039.00		6/17/2008	USA	FALSE		_	#	7/4/2008	
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U716 98018			49,464.00									
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Status V6 TDI Clean diesel for damage meeting WK 28/08

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EA11993EN91581TDI Clean diesel

Status WK28/08

SOP WK47/08

V6 3.0I TDI Bin 5 in Audi Q7

High-pressure pump 2000 bar Clean diesel (SOP WK 42/08)



Analysis: 1st failure: Preliminary damage due to sluggish roller

- 2nd failure: Analysis at BoschWK 28/08Fuel analysis inWK 29/08
- 3rd failure: HPP newest version. Parts sent to for analysis
- 4th failure:HPP with DM 01/08 HPP exchanged in USA in WK28/08Parts sent toFor analysis. Initial resultWK 29/08

Measures: Task Force established at Bosch. Anti-wear measures implemented by 04/07/2008.

Update of 0-series with new pumps since WK 25/08.



EA11993ENUS115812TDI Clean diesel

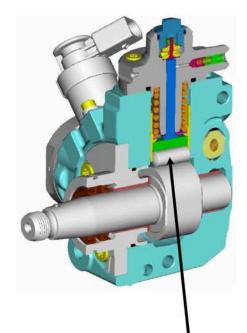
Status WK28/08



V6 3.0I TDI Bin 5 in Audi Q7

SOP WK47/08

High-pressure pump 2000 bar Clean diesel (SOP WK 42/08)

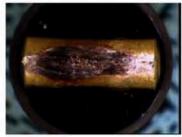


Right roller tappet





Left roller tappet



ENTIRE PAGE CONFIDENTIAL

EA11993EN 911583 TDI Clean diesel

Status WK28/08

SOP WK47/08



V6 3.0I TDI Bin 5 in Audi Q7

High-pressure pump 2000 bar Clean diesel (SOP WK 42/08)

Measures to increase robustness of HPP.

Improved visual inspection; friction coefficient test +/- 10°	12/13/2007
Tappet position query in assembly	12/21/2007
New visual inspection catalog for roller support	01/02/2008
Test program V7.2	01/11/2008
Straightedge test	04/07/2008

ENTIRE PAGE CONFIDENTIAL EA1193ENg11584TDI Clean diesel Stat

Status WK28/08

V6 3.0I TDI Bin 5 in Audi Q7

DPF overload (SOP WK42/08)

Problem: <u>3 failures</u> BIN-5 in USA

Overload of DPF and limp-home mode on 3 vehicles in

Analysis: Analysis running together with

dp sensor possible cause (short-term pressure peaks observed)

Loading possible follow-on error of defective HP fuel pumps

Measures: WK 28 - 29

Check	
Equip and operate EU vehicle with special mea	surement equipment in
Update	
Further observation of load behavior	
Repair HP fuel pump +	in vehicle 017
Repair	
Update	





ENTIRE PAGE CONFIDENTIAL

EA11003EN-01154[0]	
From: To: CC:	Non-responsive content removed
Subject:	7/14/2008 12:34:00 PM Re: Drivetrain damage CP4 <u>Triebwerkschäden CP4 alle KW25_08.xls</u> <u>Triebwerkschäden CP4 alle KW29_08_Neu.xls</u>

Hello Non-responsive content remo

I haven't noticed any of the promised support to date, no matter who I approach (the mail below is not the only one).

The top meeting at Bosch is tomorrow.

I only need to have the fields in blue clarified and/or confirmed; I've already reduced them significantly.

Shame!

:-((

>Best regards

Non-responsive content re moved

AUDI AG

Non-responsive content remov ed

> From: Non-responsive content removed

>Sent: Thursday, June 19, 2008 9:36 AM

>To:Non-responsive content removed

>Cc:

>Subject: FW: Triebwerkschäden CP4 alle KW25_08.xls

>Importance: High

>

>Hello colleagues,

>

>Could you please supplement the blue fields in the table by Monday and send them to us?
>Thank you

>Regards

>

> >

>From: Non-responsive content removed

ENTIRE PAGE CONFIDENTIAL

EA11003EN-01154[1]

>Sent: Wednesday, June 18, 2008 3:41 PM

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

>Subject: Triebwerksch>äden CP4 alle KW25_08.xls

>Importance: High

>

>Hi all,

>

>As far as I know, there have now been 33 cases of drivetrain damage in verification, factory and field!!! (see list).

>

>Hello

>Please clarify the orange fields by Monday.

> >Hello

>Please clarify all the blue fields by Monday.

>.

>Hello

>If you have new cases of "drivetrain damage" (shavings on the MU), please add them below, but send the file back under a different name.

>

>Hello

>We now have 2 failures in U.S. verification with 40t and 60 tkm.

>We strongly doubt that it could still involve preliminary damage from Bosch production or the cold test, CP7, etc.

>1 Phaeton (if can confirm that it is one) has run 11,000 km and comes from CP7 from the sapproximate time when can confirm that poor venting/filling.

>You also have a Jetta failure in the U.S. with 23,000 km.

>Have there been any other failures?

>How many vehicles and with which mileage did you test and run Q verification? My boss, we have a list; is there one?

>The only striking thing is that all the pumps are from and none from [1]. >And Audi has a large number of cases in the field and VW (nearly) nothing.

>PS: Does anyone have any problems with us giving this file to Bosch?

>

>

>

>Regards,

>
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removed

>

EA11003EN-01155[0]

ENTIRE PAGE CONFIDENTIAL

Drivetrain damage high-pressure pump CP4

yword - Failure location Veh. no.	 Part no. Au 	udi/VW R	B-Nr. C	QTS-/ AV3 no	o. IQIS no.			Failure	e location			Veh.		-			Veh. plant			2	Milea	ge veh.		Er	ngine		Cold test	Pump work	ks	ML pump						Additio	onal information
		_	_		-	Field Ve	eh. plant	Hot test	FFT	Trial Verificati	ion VV		₩ koda Plar	Jetta nt ???	n-respo	onsive o	content re	emoved			Number of starts	s Start time	R4	V6 2,71 V6	3.01 V	/6 3.0I (EU6/BIN5)	Test rig Time	FeP Jhi	P ML1	ML2 M	/L3 ML4	Pumps DI	M Date FF	T Date CP	7 Date failur	e Mileag	Comment / complaint e
ed on units - 5/31/08																																					
	03L 130 75	55 A	508 -		IGH000000105-00	01		Na maran															Non-res					FeP	01-456			5/15/2007				0	Fuel pressure flow increases to about 8 bar after the start within about 15 seconds (dynamometric brake
	03L 130 75		507 A	V3 1180937	BSA000001209-0	001			Non-responsive con													() () () () () () () () () () () () () (onsive c					FeP	01-055			10/20/200	7		2 a.	0	Rail pressure too high (VW cold test); chips in HPP
	03L130 75		507 A	V3 1180937	BSA000001210-0	001								_				1 1					ontent r		-			FeP	01-595		-	10/15/200				0	Rail pressure too low (VW cold test): chips in HPP
	03L 130 75		508 -		BSA000001229-0				tent remo	X	X			x							Concernant parts in second		emoved					FeP	01-0119			8/23/2007				23927	Chips in fuel system, malfunction
-responsi	03L130 75		507 29	43784	WIA000001838-0		i i i		veu					~					-		7				-			FeP	01-260		-	3/5/2008		-		0	Zajos nem termel nyomást
-responsi	03L130 75		507 29	949867	WIA000001840-0										_										-			FeP	01-540			3/11/2008				0	Noise Pressure not OK
ontent r	03L130 75			949867	WIA000001840-0																				-			FeP	-	02-0272		3/10/2008		Ū.		0	Noise Pressure not OK
oved 8P2810	000225 03L130 75		507 29	973772	IGE000001819-00					X		X		3	2													FeP	01-0156			10/12/200	7			15425	Rail pressure sporadically not reached; Fuel !!!
	059 130 75		511 AV	V3 1148290	BSA000001162-0		X				X		_				-		X		Insuffi-				x			FeP	01-0416		-	5/14/2007				0	Chips in injector (delivered in disassembled state
	059 130 75	55 AB		V3 1148290	BSA000001162-0		X				X			-			1		X		cient-				x			FeP	01-0392			5/14/2007				0	No CP4.2 delivery rate
Ĵ	059 130 75			799632	WIA000001635-0		X				X								X		prefilling	1			x			FeP	01-0076			9/20/2007				0	Malfunction/ probably turned tappet
	059 130 75	55 AB	511 28	314871	WIA000001679-0	01	X				X								X		CP7 GMD				x			FeP	01-0068			9/20/2007				0	Engine will not start. High-pressure pump functio
	059 130 75		611 28	301936	WIA000001637-0		21		21					-					-				1					FeP	01-0901			9/28/2007				0	The necessary pressure cannot be established
	059 130 75	55 AB6	511 29	969671	WIA000001879-0	01	21		21																			FeP	01-0078			3/19/2008				0	No fuel pressure
8K48N0		5		974476	IGE000001820-00	01 X			-			X					X											FeP	01-0800			1/11/2008				25	Veh, will not start.
8K98A0	032732 059 130 75	55 AB	611 29	981499	IGE000001824-00	01 X						X		_	X									X				FeP		02-0752		3/3/2008				6	Vehicle stopped while driving Nonresponsive content removed
	059 130 75		0	3755/01	IGH00000402-00	01 X					x																	FeP	01-0314			5/24/2007				11027	Engine will not start
8T98A0	041438 059 130 75	55 AB	511 30	037238	IGG2557	X						X				X		1 1						x	-			FeP	01-0394			3/27/2008				30	
	001297 059 130 75			014805		X						X			X		-					-		X	-												sent to RB on 4/16
8K18A0				016558		X						X			X	+ +							 Compare Dest men 		-				-							-	sent to RB on 5/28/08
	N002048 03L 130 75			031672		X						X					x		1						-				-								GM dated 6/9/08
4L98D0	048085 059 130 75	55 AB	611 nc	ot delivered	not delivered	X						X								X		-			x			FeP	01-????			1/15/2008	3			-	
4L98D0				045046	2	X						X								X					x												
	052548 059 130 75				not delivered	X						X							1	X			<u>i</u>		x												
	050620 059 130 75				not delivered	X						X								X					x												
	059 130 75			??						X		X					-			X						X			-								
	059 130 75	55 AG ?	?? re	quested						X		X							-	X			1			X											
869800	024347 059 130 75	55 AB	11 30			X						X					x		1				Ì	x		(1)	1					1					

Parts yet unavailable in-house:Non-responsive conte8T48A037796Part request. on 5/8/2008 A5 2,7L TDI8K68N010292Part request. on 6/11/2008 A4 2,7L TDI4LX8D036043Part request. on 6/11/2008 Q7 3,0L TDI



8K98A036067 8K58A025082 Part requested WK22 Part requested WK22

Privet Ginden age h Stof Ofessure pump CP4

								Failure loca	ation		Veh.	7		V	eh. plant			0	Engine	e	Pump	works	ML	pump							Additional information	
vord - Failure location	Veh. no.	Part no. Audi/VW	RB no.	QTS-/ AV3 no	. IQIS no.	Field Verifi	fication V	/eh. plant	Hot test	FFT	VW Au	_{idi} Non	respons	ive conte	ent remo	oved		R4	10.000	V6 V6 3.01 B	3.01 FeP	JhP	ML1 N	L2 ML3	ML4	DM pump	Date FFT	CP7 date	Failure date	km	Comment / complaint	Finding results
units worldwide 6/08 (Audi)												615	95,716	10,460	2	2 2	19,344	92,377	18,516 1	9,344	?											
-reconcive	1	03L 130 755	507	AV3 1180937	BSA000001209-001					Non-respor							1	Non-respc			FeP	0	1-055			10/20/2007				0	Rail pressure too high (VW cold test); chips in HPP	
n-responsive		03L130 755	507	AV3 1180937	BSA000001210-001					sive conte								nsive con			FeP	0	1-595			10/15/2007				0	Rail pressure too low (VW cold test); chips in HPP	
tent remov	Ì	03L 130 755	507	2943784	WIA000001838-001					nt removed								tent remo ved			FeP	0	1-260			3/5/2008				0	Zajos nem termel nyomást	
		03L 130 755	507	2949867	WIA000001840-001							_						veu			FeP	0	1-540			3/11/2008				0	Noise Pressure not OK	
		03L 130 755	507	2949867	WIA000001840-002															-	FeP		02	272		3/10/2008				0	Noise Pressure not OK	
i																															Fuel pressure flow increases to about 8 bar after the	
		03L 130 755 A	508	?	IGH000000105-001					1											FeP	0	1-456			5/15/2007				0	start within about 15 seconds (dynamometric brake)	
		059 130 755 AB	611	2801936	WIA000001637-001				Test facility	0									?	?	FeP	0	1-901			9/28/2007				0	The necessary pressure cannot be established	
		059 130 755 AB		2969671	WIA000001879-001			X			X		?	?							FeP	0	1-078			3/19/2008				0	No fuel pressure	
-responsive co	4	059 130 755 AB	611	AV3 1148290	BSA000001162-001			x			X					Insufficien				x	FeP	0	1-416	-		5/14/2007				0	Chips in injector (delivered in disassembled state)	
		059 130 755 AB		AV3 1148290			1	x			X					prefilling				X	FeP		1-392			5/14/2007				0	No CP4.2 delivery rate	
t removed		059 130 755 AB	611	2799632	WIA000001635-001			X			X					on CP7				X	FeP		1-076			9/20/2007					Malfunction/ probably turned tappet	
		059 130 755 AB	611	2814871	WIA000001679-001			x			X						-			x	FeP		1-068			9/20/2007				0	Engine will not start. High-pressure pump function	
etta testing		03L 130 755 A	508	2	BSA000001229-001		x				X	-			?			?		~	FeP		1-119			8/23/2007				23,927	Chips in fuel system, malfunction	
	8P281000225	03L 130 755		2973772	IGE000001819-001		X				X							Non-Section Sciences			FeP		1-156			10/12/2007				15.425	Rail pressure sporadically not reached	Poor quality fuel!!!
Q7 BIN5 1, Case	716 9 8018	059 130 755 AG	613				X				X	(X				X FeP		-626			11/30/2007				40.000	Engine died while driving at constant speed	
Q7 BIN5 2. Case	716 9 8017	059 130 755 AG	613				X				X	(X				X FeP	01	-633			11/30/2007				62,300	Breakdown	
	3GZ88000673	059 130 755 AB	611	33755/01	IGH000000402-001	X					X			+ +		see abov	e		-	x	FeP	0	1-314			5/24/2007			2/26/2008	11.027	Engine will not start	
raananaiya	8K98A032732	059 130 755 AB	611	2981499	IGE000001824-001	X					X		X						X	~	FeP			752		3/3/2008			4/14/2008	6	Vehicle stopped while driving Non-responsive content rem	
responsive	8T98A041438	059 130 755 AB		3037238	IGG000002557-001	and the second se					X	(X					X		FeP		1-394			3/27/2008			4/28/2008	300	Vehicle stopped	
tent remov	8K58A001297	059 130 755 AB	611	3014805	IGG000002470-002	X					X	(X						X		FeP	01	-0268			9/21/2007			4/17/2008	7486	Mechanical fault sent to RB / on 4/16	
	4L98D058437	059 130 755 AB	611	3045046	WIH00000324-001	X					X						X			x	FeP		02-0	447		3/6/2008			6/3/2008	6875	Chips in fuel filter	
	8K98N024347	059 130 755 AB		3047167	IGG000002610-001						X	(X					1 1	X		FeP		???	_		4/5/2008			6/5/2008		Pre-glow system came on while traveling on motorway -	6
1	8K48N006273	03L 130 755		2974476	IGE000001820-001	and the second					X		X					Non-respo			FeP		1-800			1/11/2008			3/26/2008		Veh. will not start.	
												·		+ +			1	nsive con				H		-							Preheat light lights up, vehicle stopped and will not	Cause of failure: Tappet spri
	8K18A035821	03L 130 755	.507	3016558	IGG000002470-001	X					X	(x	1 1				tent remo			FeP	01	-0349			3/12/2008			5/5/2008	1584	restart	broken
~												-		+ +			1	ved	-	-											Breakdown will not start GM dated	
	8KX8N002048	03L 130 755		3031672	IGC00000945-001	X					X		x	1 1							FeP	01	-0261			11/5/2007			5/27/2008	4057	6/9/2008	
	8K58A037278	03L 130 755	507	3051740	IGG000002594-001	x					X		X	+ +	_	-	1		-		FeP		02-0	328		3/15/2008	8		4/24/2008		Engine will not start.	
	5NZ8W036616	03L 130 755	507	QT80288	230002165195	X					X				X					-		JhP		03-15	2	1/22/2008				3,452	Engine died while driving	
	8K68A039265	03L 130 755		3070039	IGG2672	X					X		X								FeP		02-0	100000000000000000000000000000000000000		3/15/2008				4.682		I'll bring along on Tuesday !!
																									· ·			<u>ا</u>				
available in-house:	bold = overseas tra	nsport ship + aircraft																														
71/3,.01			_																													

CYI. 2.717 3,.01	in the second second second		Constant Sector														
-VR Q7 BIN5 repeat	716 9 8017	059 130 755 AG	613			X	X	1	X		XF	FeP	01-388	6/5/2008		6,800 Veh. mileage 69,100 km	
-VR Touareg BIN5	7L69D024	059 130 755 AG	613			X	X		X		XF	FeP	01-900	1/22/2008		2,723 Vehicle will not start	
	8T48A037796	Part requested 5/8/2008		A5 2.7L TDI		X	X	X		X						1,044	
lon-respons	8T48A037796	Part requested 7/7/2008		A5 2.7L TDI		X	X	X		X						2,423	
e content	8K68N010292	Part requested 6/11/2008		A4 2.7L TDI		X	X	X		X							
emoved	4LX8D036043	Part requested 6/11/2008		Q7 3.0L TDI		X	X		X	X							
	4L48D050620	059 130 755 AB	611	Q7 3.0L TDI	not delivered	X	X		X	X							
	WVGZZZ7LZ8D	059 130 755 AB		VW Touareg		X	X		X	X					2/13/2008	3,000	
	WVGZZZ7LZ8E	059 130 755 AB	611	VW Touareg	not delivered	X	X		X	X					2/7/2008	10,426	
]	WVGZZZ7LZ8D	059 130 755 AB		VW Touareg		X	X		X	X					5/16/2008	3,386	
	4L98D048085		611	Q7 3.0L TDI	not delivered	x	X		X	X	F	FeP	01-1108	1/15/2008			
.)	4LX8D052548	059 130 755 AB	611	Q7 3.0L TDI	not delivered	x	X		X	X							
	4L88D041225	059 130 755 AB	611	Q7 3.0L TDI	Part requested 7/7/2008	x				X	F	FeP	01-045	11/21/2007			
	8T48A038351	059 130 755 AB			Part requested 7/7/2008	X	X	X		X						126	
	4L78D065466	059 130 755 AB	611	Q7 3.0L TDI	Part + fuel requested 7/9/2008	x	x		x	X	F	FeP	02-612	4/19/2008	7/7/2008	1,695	
omar	11#LX8D052338	059 130 755 AB	611	Q7 3.0L TDI	Part + fuel requested 7/9/2008	x	x		x	X	F	FeP	02-1041	2/11/2008	6/9/2008	4,154	
	4L78D065662	059 130 755 AB	611	Q7 3.0L TDI	Part + fuel requested 7/11/2008	x	x		x	X	F	FeP	01-1135	4/14/2008	7/11/2008	4,496	
cyl. 2.01 CR								10 ⁻⁰ 10		- 1820 D							
Concepts option and the	8K98A036067	Part requested WK22			1	10											
	8K58A025082	Part requested WK22										-					



Status V6 TDI Clean diesel WK 29/08



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SOP WK47/08 & WK06/09



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SOP WK47/08 & WK06/09

EA1193EN011583TDI Clean diesel



SOP WK47/08 & WK06/09



V6 3.0I TDI Bin 5 in Audi Q7 and VW Touareg

EA1193ENu91585TDI Clean diesel

V6 3.0I TDI Bin 5 in Audi Q7 and VW Touareg

High-pressure pump 2,000 bar Clean diesel (SOP WK 42/08)

Problem:	<u>4 failu</u>	res BIN-5 in AL	USA	Date of manufacture	
	Q7:	1x VR USA:	25 tmi (40 tkm) - target: 120 tmi1	1/30/07	
	Q7:	1x VR USA:	38 tmi (60 tkm) - target: 120 tmi	11/30/07	
		1x VR USA:	4.4tmi (7,000 km) after conversion	n 06/05/08 (new version)	
	Tou:	1x VW USA:	1.7 tmi (2,723 km)	01/20/08	
Analysis:	1st + 1	2nd failure: Prelimir	nary damage due to sluggish roller		

3rd failure: HPP newest version. Parts to Bosch for analysis

4th failure:HPP exchanged in USA in WK28/08Parts to Bosch for analysis Initial resultWK 30/08

Statement from Bosch: Failures are not U.S.-specific, series is also affected

Measures: Task Force established at Bosch. Anti-wear measures implemented by 04/07/2008. Further measures in preparation. Date in verification. Special meeting Audi



Status WK29/08

SOP WK47/08 & WK06/09



EA1193ENUS115816TDI Clean diesel

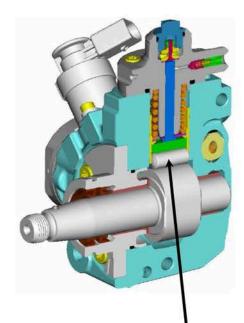
Status WK29/08



V6 3.0I TDI Bin 5 in Audi Q7 and VW Touareg

SOP WK47/08 & WK06/09

High-pressure pump 2,000 bar Clean diesel (SOP WK 42/08)



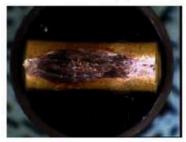
Right roller tappet



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Left roller tappet



EA11993ENUS11987TDI Clean diesel

Status WK29/08



V6 3.0I TDI Bin 5 in Audi Q7 and VW Touareg

SOP WK47/08 & WK06/09

High-pressure pump 2,000 bar Clean diesel (SOP WK 42/08)

Measures to increase robustness of HPP:

Improved visual inspection; friction coefficient test +/- 10°	12/13/2007
Tappet position query in assembly	12/21/2007
New visual inspection catalog for roller support	01/02/2008
Test program V7.2	01/11/2008
Straightedge test	04/07/2008

Additional package of measures in preparation, date being clarified



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SOP WK47/08 & WK06/09



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SOP WK47/08 & WK06/09



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SOP WK47/08 & WK06/09



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SOP WK47/08 & WK06/09



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SOP WK47/08 & WK06/09



V6 3.0I TDI Bin 5 in Audi Q7 and VW Touareg SOP WK47/08 & WK06/09





Status V6 TDI Clean diesel WK 30/08

EA11993ENg1V91TDI Clean diesel

Status WK30/08



V6 3.0I TDI Bin 5 in Audi Q7 and VW Touareg

SOP WK47/08 & WK06/09

High-pressure pump 2,000 bar Clean diesel (SOP WK 42/08)

Problem:	<u>4 fail</u>	ures BIN-5 in Al	L USA	Date of manufacture HPP	
	Q7:	1x VR USA:	25 tmi (40 tkm) - target: 120 tmi 38 tmi (60 tkm) - target: 120 tmi 4.4 tmi (7,000 km) after conversion	11/30/07 11/30/07 06/05/08 (new version)	Ċ
	Tou:	1x -VW USA:	1.7 tmi (2,723 km)	01/20/08	

Analysis: 1st + 2nd failures: Preliminary damage due to sluggish roller

3rd failure: - No drivetrain damage. Lateral roller start-up inconspicuous

- Black particles on MU and OV strainers -> Fuel analysis underway
- No particles found in intake valve/non-return valve

4rd failure: Parts to Bosch for analysis on 07/22/08 Initial result WK 30/08

Task Force established at Bosch. Measures:

Result from special meeting between Audi and Bosch from 07/15/08:

Cause of drivetrain damage is a "sluggish roller". Failures are not U.S.-specific, series is also affected.

Improvement measures already implemented in production and inspection processes. Further measures for process improvement are planned. Date under discussion.

EA1193ENus1V82TDI Clean diesel

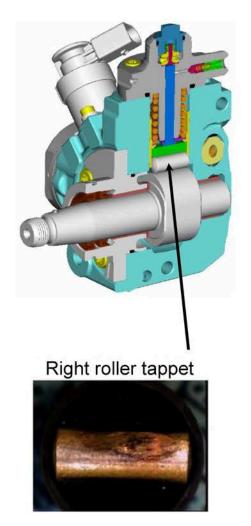
Status WK30/08



V6 3.0I TDI Bin 5 in Audi Q7 and VW Touareg

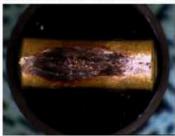
SOP WK47/08 & WK06/09

High-pressure pump 2,000 bar Clean diesel (SOP WK 42/08)





Left roller tappet



EA1193ENg1V93TDI Clean diesel

Status WK30/08



V6 3.0I TDI Bin 5 in Audi Q7 and VW Touareg

SOP WK47/08 & WK06/09

High-pressure pump 2,000 bar Clean diesel (SOP WK 42/08)

Measures to increase robustness of HPP:

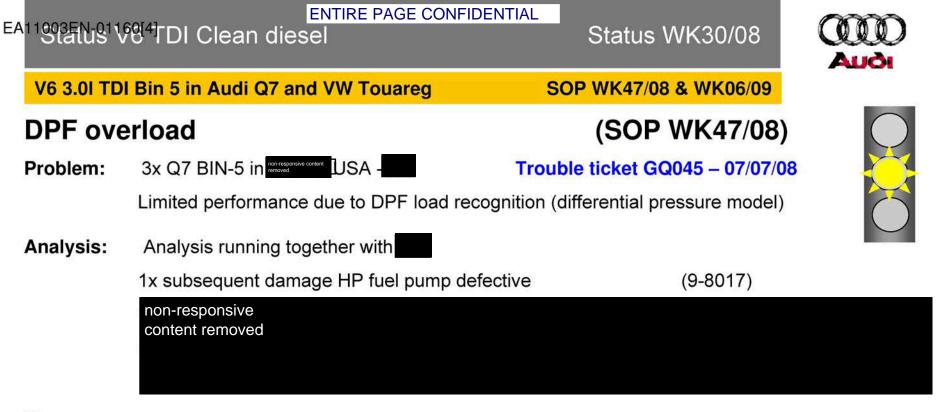
Improved visual inspection; friction coefficient test +/- 10°	12/13/2007
Tappet position query in assembly	12/21/2007
New visual inspection catalog for roller support	01/02/2008
Test program V7.2	01/11/2008
Straightedge test	04/07/2008
Further planned process improvements	date being clarified

Statement from Bosch:

"The currently high quality level is sometimes achieved through a subjective 100% inspection (such as hairline test on the roller).

Any existing faults will be avoided through planned process improvements or discovered through objective tests."

Activities to clarify regional differences in failure patters have been defined.



Measures:

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WK 27 (WK 27) WK 29) non-responsive content removed VK 27) VK 29)	31		tatus WK30/08		NTIRE PAGE CONF	el	n dies	tଃ¹Vଖ⁵୮DI Clean	1198語(
Error memory entry WK 27 Km (WK 27) Km WK 29) Cause Measures S non-responsive content removed Image: Second se			/K47/08 & WK06/09	SOP WK47	Touareg	WV b	Q7 and	I TDI Bin 5 in Audi G	V6 3.0
WK 27 (WK 27) WK 29) non-responsive content removed			SOP WK47/08)	(SO				overload	DPF
	Status		ires	Measures				and the second	
AU 98017 Rail pressure too low 68979 68979 Consequential defect: Exchange high-pressure fuel pump ir									
FMO min. error HPP failure Analyze fuel samples ir DPF soot load too high => Rail pressure too low Check load pressure hosing d (>60g) => Extremely high soot load Update load pressure hosing t.	n progre n progre lone .b.d. n progre	i t	ze fuel samples load pressure hosing te load pressure hosing	Analyze fuel s Check load pr load Update load p	HPP failure => Rail pressure too low => Extremely high soot lo	68979	68979 T	FMO min. error DPF soot load too high	AU 98017



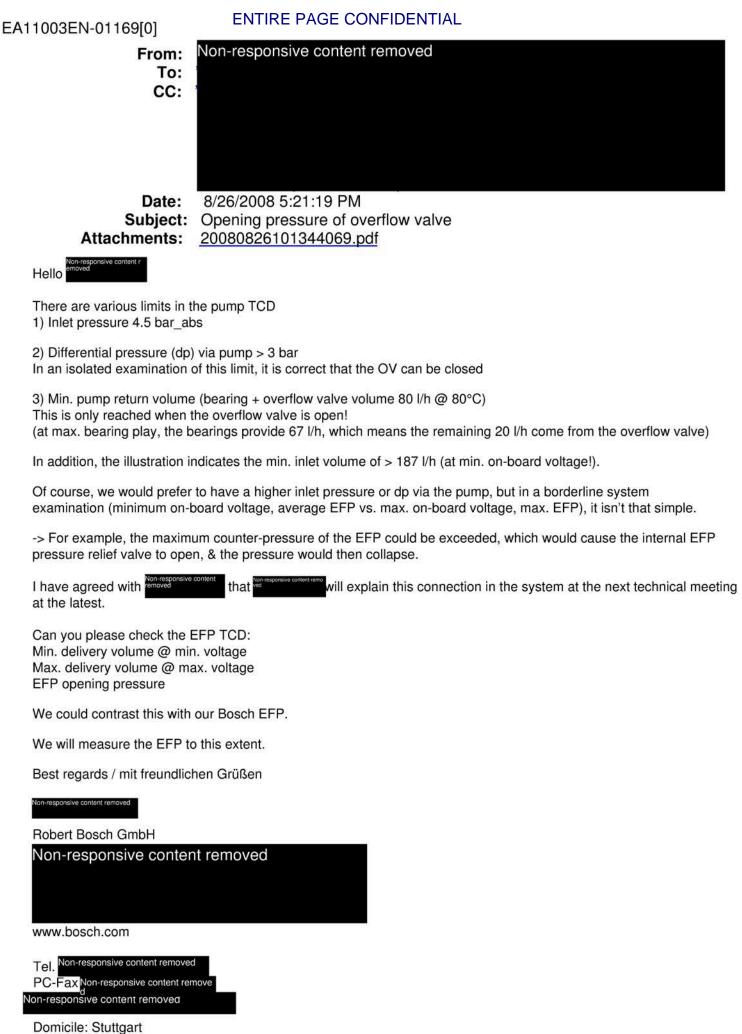
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SOP WK47/08 & WK06/09



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SOP WK47/08 & WK06/09



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

EA11003EN-01169[1]

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

-----Original message-----From:^{Non-responsive content removed} Sent: Tuesday, August 26, 2008 12:08 PM To:Non-responsive content removed Subject: Re: Your Scan

Hello Non-responsive content removed

- In the last minute, we had a question from that we should handle at the next TM (if possible), or, if the time is not sufficient, should note for the next TM.

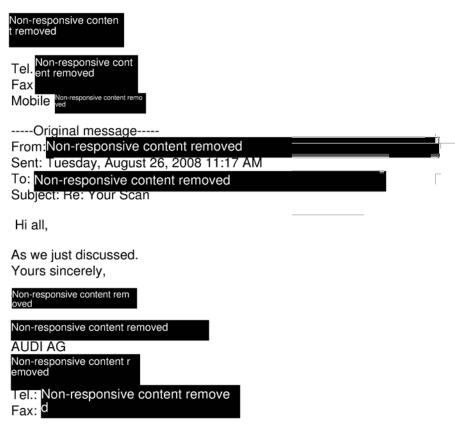
- I have already included the question as a further item on the agenda.

- Question on TCD operation of the OV:

Does borderline operation of the TCD result in non-opening of the OV? (since the OV would close at a minimum differential pressure Dp = 3.1 bar)

- Can we contribute anything to this? Or will we need to handle the topic the next time? Mit freundlichen Grü??en / Best regards

BeQIK



EA11003EN-01169[2] mailto: Non-responsive content removed

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, Axel Strotbek, Werner Widuckel

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

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

-----Original message-----From: Non-responsive content removed Sent: Tuesday, August 26, 2008 11:14 AM To: Non-responsive content removed

Subject: Your Scan

your scan is attached to this email

EA11003EN-01172[0]		ENTIREPAGE CONFIDENTIAL
[0]	From:	Non-responsive content removed
	To:	
	CC:	
	Date:	1/14/2009 5:25:00 PM
		ANS: Minutes of CP4 TM from 11/19/2008
Attach	ments:	<u>892168 01 cp fg 081119.pdf</u>

In the beginning, and again very recently, we had problems with the 2000h Bosch pump test bench endurance run due to increased roller end wear (lateral start-up) - you should be familiar with it.

There were never any failures in vehicles.

Before the most recent failures, we already decided to convert all new projects to the C2.1 layer and the Clean diesel after the fact as well.

Series C3 layer: According to Bosch, very hard, but brittle (flaking?).

C2.1 layer: tends better in friction/wear tests and Bosch repeatedly recommended it (due to cost benefits as well???)

New ERs have now been started with this layer.

Usage date ASAP.

Best regards

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From: Non-responsive content removed

Sent: Monday, December 29, 2008 3:58 PM To: Non-responsive content removed Subject: Re: Minutes of CP4 TM from 11/19/2008

What is going on with the USA pumps?

Best regards

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Audi AG

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From: Non-responsive content removed Sent: Tuesday, December 16, 2008 5:26 PM

EA11003EN-01172[1]

To: Non-responsive content removed

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Subject: Minutes of CP4 TM from 11/19/2008

Dear Sir/Madam,

The minutes of the CP4 TM are attached.

<<892168_01_cp_fg_081119.pdf>>

Mit freundlichen Grüßen / Best regards

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Robert Bosch GmbH Non-responsive content removed

www.bosch.com

Non-responsive content remo ved

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

ENTIRE PAGE CONFIDENTIAL

EA11003EN-01175[0]
From:"Non-responsive content removed
To:"
CC:
Date: 11/26/2010 6:50:48
Subject: Re: Status of verification run VW526 V6 TDI NAR / Attachments: Absicherung HDP V6 TDI.pdf
According to the set of the 6-cylinder was released again for set of 2 days ago. But set of the set of the bar and the dependence of the bar again for set of the set of the set of the bar again for set of the set of t
we will not take any unnecessary risks in Of course, every additional ER vehicle in Morresponder contail removed etc.
helps us to gather further experience and is therefore in my/our interest. ER yes, but no field release until we can
take responsibility for it. Our cars will reach the critical markets one way or another; hopefully not faster than we want.
Regards,
Non-responsive content rem over
>
>From: Non-responsive content removed
>Sent: Wednesday, November 24, 2010 2:11 PM Non-responsive content removed
Non-responsive content removed
>Subject: Status of verification run VW526 V6 TDI NAR /Non-responsive content removed
> Non-responsive content removed
>
>Here is the current status of the verification run VW526
>V6 TDI NAR And responsive content removed on the subject of HPP failures
>
> >The document can be used as a basis for discussion as part of the KAF.
> The document can be used as a basis for discussion as part of the NAL.
>Best regards
> Non-responsive conte
Int removed
>
>Volkswagen Aktiengesellschaft > <mark>Non-responsive conten</mark>
>t removed
> Volkswagen Aktiengesellschaft > Domicile: Wolfsburg
 Court of Registry: Local District Court Braunschweig
> Registry no.: 100484
> Chairman of the Supervisory Board: Ferdinand Piëch > Board of Management: Martin Winterkorn (Vorsitzender/Chairman), Francisco J. Garcia Sanz, Jochem
Heizmann, Christian Klingler, Michael Macht, Horst Neumann, Hans Dieter Pötsch, Rupert Stadler
> Wichtiger Hinweis: Die vorgenannten Angaben werden jeder E-Mail automatisch hinzugefügt und lassen keine

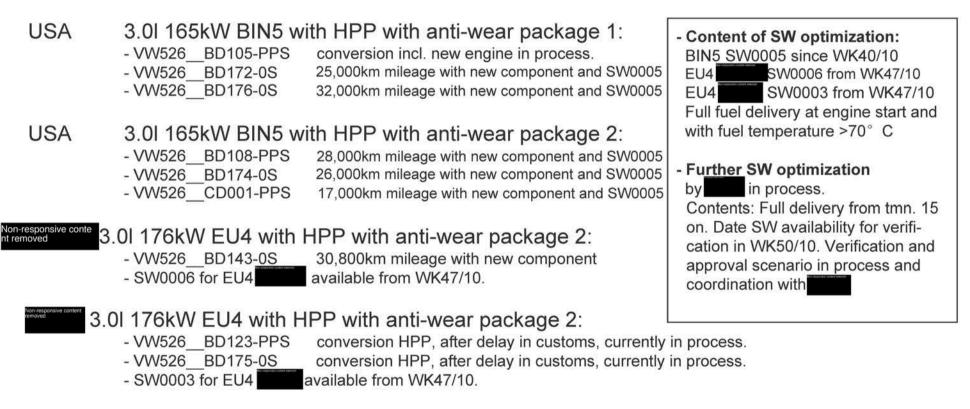
Rückschlüsse auf den Rechtscharakter der E-Mail zu.

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EA11003EN-01176[0]

VW526: Failure HPP in V6 TDI 3.0I 165kW BIN5 / 176kW EU4

Status of verification of anti-wear packages 1 and 2 (incl. SW optimization) at



All vehicles without error memory records or striking features to date.



