

EA11003EN-01122[0]

From: Non-responsive content removed
To: [Redacted]
CC: [Redacted]
Date: 8/25/2011 11:52:00 AM
Subject: ANS: HP from endurance run for diagnosis
Attachments: [VW361MECM01-0S 19808 mls 18.06.2011mit Motor aus.txt](#)
[Tankkarte VW361MECM01-0S.PDF](#)

Hello [Redacted]

Here is the additional information:

-Vehicle number: [VW361MECM01-0S](#)
- Mileage: 31,874 km

Regards

[Redacted]

From: Non-responsive content removed
Sent: Thursday, August 25, 2011 12:18 PM
To: Non-responsive content removed
Cc: [Redacted]
Subject: ANS: HP from endurance run for diagnosis

Hello [Redacted]

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

[Redacted] can you please place this in the proper channels?

Regards,

[Redacted]

From: Non-responsive content removed
Sent: Thursday, August 25, 2011 12:09 PM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: ANS: HP from endurance run for diagnosis

Hello [Redacted]

ASAP for diagnosis

@ [Redacted]
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 [Redacted]
I have the following data:

EA11003EN-01122[1]

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

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

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

www.bosch.com

Tel. Non-responsive content removed
 Fax removed
 PC fax Non-responsive content removed
 Mobile removed
 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 [Redacted]

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

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

www.bosch.com

EA11003EN-01122[2]

Tel. [Redacted]

Fax -

PC fax [Redacted]

Mobile -

[Redacted]

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: [Redacted]

Sent: Wednesday, August 24, 2011 10:53 AM

To: [Redacted]

Subject: Re: HP from endurance run for diagnosis

Hello [Redacted]

Do you know anything about the parts?

I'm looking for the US HPP.

Mit freundlichen Grüßen / Best regards

[Redacted]

Robert Bosch GmbH

[Redacted]

www.bosch.com

Tel. [Redacted]

Fax [Redacted]

PC [Redacted]

Mobile [Redacted]

[Redacted]

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: [Redacted]

Sent: Wednesday, August 24, 2011 9:22 AM

To: [Redacted]

Subject: Re: HP from endurance run for diagnosis

Hello [Redacted]

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

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

www.bosch.com

Tel. Non-responsive content removed
Fax Non-responsive content removed
PC fax Non-responsive content removed
Mobile Non-responsive content removed
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 removed
Sent: Friday, July 22, 2011 3:25 PM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: ANS: HP from endurance run for diagnosis

Hello Non-responsive content removed

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 [redacted] 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 [redacted] the results of the [redacted] HPP analysis in advance. I will not be able to find out the results in PM 117 due to the plant holiday.

Thank you

Best regards
[redacted]
VOLKSWAGEN AG
[redacted]
Tel. [redacted]
IHC
[redacted]

From [redacted]
Sent: Friday, July 22, 2011 1:57 PM
To [redacted]

Subject: Re: HP from endurance run for diagnosis

Hello [redacted]

Here are the questions from [redacted]

Best regards.
[redacted]

EA11003EN-01122[5]

Volkswagen AG

Non-responsive content removed

Tel. Non-responsive content removed

Mobile Non-responsive content removed

From: Non-responsive content removed**Sent:** Thursday, July 21, 2011 4:53 PM**To:** Non-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

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

www.bosch.com

Tel. Non-responsive content removed

Fax

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

Description:

cid:b28ce4b8-b627-448e-aecd-19b7a229ed22

**From:** Non-responsive content removed**Sent:** Thursday, July 21, 2011 3:16 PM**To:** Non-responsive content removed**Cc:** Non-responsive content removed**Subject:** HP from endurance run for diagnosis

Hello

I received the three high-pressure fuel pumps. They will be sent with an application vehicle tomorrow towards

We've received the following information on the HP:

- 1.) 03L 130 755 A no info on the HP ;-(
08 081210
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 tomorrow.

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

Thanks for your efforts!

EA11003EN-01122[6]

Regards, 

Robert Bosch GmbH

Non-responsive content removed

www.bosch.com

Non-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

< OLE object: Picture (Enhanced Metafile) >>

| Date/ <i>Datum</i> | | Filling station/ <i>Auflaststelle</i> | | Driver/ <i>Fahrer</i> | Fuel/ <i>Kraftstoff</i> | | Gallons/ <i>Gallons</i> | |
|-----------------------|------------|--|------------------------|--------------------------|----------------------------|-----|----------------------------|------------|
| 5/28/2011 | 2:09:00 AM | 5/30/2011 | TAMPA TRAVEL CENTERQPS | SEFFNER | FL | 108 | [REDACTED] | [REDACTED] |
| 5/28/2011 | 2:23:00 PM | 5/30/2011 | EXXONMOBIL 97418859 | LAKE PANASOFF | FL | 108 | [REDACTED] | [REDACTED] |
| 5/29/2011 | 4:01:00 AM | 5/31/2011 | RACETRAC451 00004515 | BROOKSVILLE | FL | 108 | [REDACTED] | [REDACTED] |
| 5/31/2011 | 4:45:00 PM | 6/2/2011 | CHEVRON 0046963 | LAKE PANASOFF | FL | 108 | [REDACTED] | [REDACTED] |
| 6/1/2011 | 4:42:00 AM | 6/2/2011 | GATE 1142 Q80 | WILDWOOD | FL | 108 | [REDACTED] | [REDACTED] |
| 6/1/2011 | 5:42:00 PM | 6/2/2011 | MARATHON OIL 107995 | TAMPA | FL | 108 | [REDACTED] | [REDACTED] |
| 6/2/2011 | 3:48:00 AM | 6/3/2011 | PETRO OCALA QPS | REDDICK | FL | 108 | [REDACTED] | [REDACTED] |
| 6/3/2011 | 1:05:00 AM | 6/4/2011 | 7-ELEVEN 32974 | LAKELAND | FL | 108 | [REDACTED] | [REDACTED] |
| 6/4/2011 | 5:11:00 PM | 6/6/2011 | SHELL OIL 575423826QPS | PLANT CITY | FL | 108 | [REDACTED] | [REDACTED] |
| 6/7/2011 | 5:21:00 PM | 6/9/2011 | RACETRAC451 00004515 | BROOKSVILLE | FL | 108 | [REDACTED] | [REDACTED] |
| 6/8/2011 | 3:32:00 AM | 6/9/2011 | CHEVRON 0201128 | OCALA | FL | 108 | [REDACTED] | [REDACTED] |
| 6/9/2011 | 3:44:00 PM | 6/11/2011 | SHELL OIL 575411893QPS | OCALA | FL | 108 | [REDACTED] | [REDACTED] |
| 6/7/2011 | 5:21:00 PM | 6/9/2011 | RACETRAC451 00004515 | BROOKSVILLE | FL | 108 | [REDACTED] | [REDACTED] |
| 6/9/2011 | 3:44:00 PM | 6/11/2011 | SHELL OIL 575411893QPS | OCALA | FL | 108 | [REDACTED] | [REDACTED] |
| 6/4/2011 | 5:11:00 PM | 6/6/2011 | SHELL OIL 575423826QPS | PLANT CITY | FL | 108 | [REDACTED] | [REDACTED] |
| 6/8/2011 | 3:32:00 AM | 6/9/2011 | CHEVRON 0201128 | OCALA | FL | 108 | [REDACTED] | [REDACTED] |

| Transaction # | Posted Date | Merchant Name | Merchant City | Merchant State | Vehicle Num | First Name | Last Name | Employee Number | VIN | ID Number | POS First Name | POS Last Name | Odometer | Product Description | Unit/Gallons | PPU/PPG | Cost |
|---------------|-------------|---------------|---------------|----------------|-------------|------------|-----------|-----------------|-----------|------------|----------------|---------------|----------|---------------------|--------------|---------|---------|
| 3:55:00 PM | 6/17/2011 | CHEVRON 0 | MICANOPY | FL | 108 | 55673E 108 | VEHICLE | [REDACTED] | AU4614008 | [REDACTED] | [REDACTED] | [REDACTED] | 18,847 | D2 LS | 12.35 | \$3.974 | \$49.07 |
| 4:37:00 PM | 6/15/2011 | SHELL OIL 5 | PLANT CITY | FL | 108 | 55673E 108 | VEHICLE | [REDACTED] | AU4614008 | [REDACTED] | [REDACTED] | [REDACTED] | 17,701 | D2 LS | 12.51 | \$3.914 | \$48.97 |
| 4:20:00 PM | 6/15/2011 | WILDWOOD | WILDWOOD | FL | 108 | 55673E 108 | VEHICLE | [REDACTED] | AU4614008 | [REDACTED] | [REDACTED] | [REDACTED] | 18,030 | D2 LS | 8.94 | \$4.002 | \$35.78 |
| 5:09:00 PM | 6/17/2011 | MARATHON | TAMPA | FL | 108 | 55673E 108 | VEHICLE | [REDACTED] | AU4614008 | [REDACTED] | [REDACTED] | [REDACTED] | 19,263 | D2 LS | 11.84 | \$3.882 | \$45.96 |
| 5:37:00 AM | 6/18/2011 | SLIGH PETR | TAMPA | FL | 108 | 55673E 108 | VEHICLE | [REDACTED] | AU4614008 | [REDACTED] | [REDACTED] | [REDACTED] | 19,628 | D2 LS | 10.63 | \$3.951 | \$42.00 |
| 4:10:00 AM | 6/16/2011 | GATE 1142 | WILDWOOD | FL | 108 | 55673E 108 | VEHICLE | [REDACTED] | AU4614008 | [REDACTED] | [REDACTED] | [REDACTED] | 18,389 | D2 LS | 9.00 | \$4.001 | \$36.01 |



EA11003EN-01126101

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

Date: 8/30/2011 9:00:15 AM

Subject: Status: Re: SWP VW361MECM015-0S HPP Ausfall Station [REDACTED]

Attachments: [Tankkarte VW361MECM015-0S.PDF](#)
[2011-07-11_11-27-12.pdf](#)
[WG_Liegenbleiber VV \[REDACTED\] KW, Späne in HDP .msg](#)
[VW361MECM015_0S_SWP_Report.pdf](#)

Hello,

Has there been an analysis, etc. yet for this HPP?

Please let me know the status.

Best wishes,
[REDACTED]

From: Non-responsive content removed
Sent: Monday, July 11, 2011 11:55 AM
To: Non-responsive content removed
Cc: [REDACTED]

Subject: SWP VW361MECM015-0S HPP Breakdown Station [REDACTED]

Hello [REDACTED]

The failed HPP (scope: see PDF) has arrived in [REDACTED].
It will be sent to the injection workshop today, directly to [REDACTED].

Note: [REDACTED] will not be back until Thursday, 07/14/11; the
analysis will begin then.

PS: Non-responsive content removed

Regards, [REDACTED] on behalf of [REDACTED]

From: Non-responsive content removed
Sent: Thursday, June 23, 2011 10:00 AM
Cc: Non-responsive content removed
Subject: RE: SWP VW361MECM015-0S HP StatU1 _ Advance info

Hello,

Advance info on breakdown VW361MECM015-0S HPP:

- Fuel analysis directly on site through [REDACTED] initiated in lab:
- High-pressure components / fuel filter sent to [REDACTED] by express dispatch (contact with [REDACTED])
- Fuel receipts for the vehicle requested by the station. (Tankkarte VW361MECM015-0S.PDF)
- Visual inspection of fuel filter carried out (shavings present too)

Best wishes,

Non-responsive content removed

EA11003EN-01127[0]

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

Date: 6/20/2011 6:07:17 AM

Subject: Re: Breakdown VW361 2l 103kW, shavings in HPP

Attachments: [VW361MECM01-0S 19808 mls 18.06.2011 mit Motor aus.txt](#)
[VW361MECM01-0S 19808 mls 18.06.2011 Getriebe.txt](#)

FYI

From: Non-responsive content removed
Sent: Sunday, June 19, 2011 1:19 AM
To: Non-responsive content removed
Cc: [Redacted]
Subject: Breakdown VW361 2l 103kW, shavings in HPP
Importance: High

Hello [Redacted]

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,

Non-responsive content removed



| Date/ <i>Datum</i> | | Filling station/ <i>Auflaststelle</i> | | Driver/ <i>Fahrer</i> | | Fuel/ <i>Kraftstoff</i> ↓ Gallons/ <i>Gallons</i> | | | | |
|-----------------------|------------|--|------------------------|--------------------------|--------------------------------|--|-------|---------|---------|---------|
| 5/28/2011 | 2:09:00 AM | 5/30/2011 | TAMPA TRAVEL CENTERQPS | SEFFNER | Non-responsive content removed | 2,222 | D2 LS | 11.51 | \$3.959 | \$45.57 |
| 5/28/2011 | 2:23:00 PM | 5/30/2011 | EXXONMOBIL 97418859 | LAKE PANASOFF | | 13,652 | D2 LS | 11.38 | \$4.058 | \$46.18 |
| 5/29/2011 | 4:01:00 AM | 5/31/2011 | RACETRAC451 00004515 | BROOKSVILLE | | 14,032 | D2 LS | 11.56 | \$3.900 | \$45.08 |
| 5/31/2011 | 4:45:00 PM | 6/2/2011 | CHEVRON 0046963 | LAKE PANASOFF | | 14,247 | D2 LS | 7.53 | \$4.039 | \$30.39 |
| 6/1/2011 | 4:42:00 AM | 6/2/2011 | GATE 1142 Q80 | WILDWOOD | | 14,616 | D2 LS | 9.30 | \$3.978 | \$37.00 |
| 6/1/2011 | 5:42:00 PM | 6/2/2011 | MARATHON OIL 107995 | TAMPA | | 15,029 | D2 LS | 10.34 | \$3.899 | \$40.32 |
| 6/2/2011 | 3:48:00 AM | 6/3/2011 | PETRO OCALA QPS | REDDICK | | 15,325 | D2 LS | 7.30 | \$3.979 | \$29.05 |
| 6/3/2011 | 1:05:00 AM | 6/4/2011 | 7-ELEVEN 32974 | LAKELAND | | 14,827 | D2 LS | 12.74 | \$3.980 | \$50.70 |
| 6/4/2011 | 5:11:00 PM | 6/6/2011 | SHELL OIL 575423826QPS | PLANT CITY | | 16,219 | D2 LS | 11.09 | \$3.896 | \$43.21 |
| 6/7/2011 | 5:21:00 PM | 6/9/2011 | RACETRAC451 00004515 | BROOKSVILLE | | 16,509 | D2 LS | 7.83 | \$3.780 | \$29.60 |
| 6/8/2011 | 3:32:00 AM | 6/9/2011 | CHEVRON 0201128 | OCALA | | 16,854 | D2 LS | 9.00 | \$4.094 | \$36.85 |
| 6/9/2011 | 3:44:00 PM | 6/11/2011 | SHELL OIL 575411893QPS | OCALA | | 17,210 | D2 LS | 10.60 | \$4.061 | \$43.05 |
| 6/7/2011 | 5:21:00 PM | 6/9/2011 | RACETRAC451 00004515 | BROOKSVILLE | | 16,509 | D2 LS | 7.83 | \$3.780 | \$29.60 |
| 6/9/2011 | 3:44:00 PM | 6/11/2011 | SHELL OIL 575411893QPS | OCALA | | 17,210 | D2 LS | 10.60 | \$4.061 | \$43.05 |
| 6/4/2011 | 5:11:00 PM | 6/6/2011 | SHELL OIL 575423826QPS | PLANT CITY | 16,219 | D2 LS | 11.09 | \$3.896 | \$43.21 | |
| 6/8/2011 | 3:32:00 AM | 6/9/2011 | CHEVRON 0201128 | OCALA | 16,854 | D2 LS | 9.00 | \$4.094 | \$36.85 | |

| Transaction # | Posted Date | Merchant Name | Merchant City | Merchant State | Vehicle Num | First Name | Last Name | Employee Number | VIN | ID Number | POS First Name | POS Last Name | Odometer | Product Description | Unit/Gallons | PPU/PPG | Cost |
|---------------|-------------|---------------|---------------|----------------|----------------|------------|-----------|-----------------|-----------|-----------|----------------|---------------|----------|---------------------|--------------|---------|---------|
| 3:55:00 PM | 6/17/2011 | CHEVRON 0 | MICANOPY | FL | 108 55673E 108 | VEHICLE | | | AU461400E | | | | 18,847 | D2 LS | 12.35 | \$3.974 | \$49.07 |
| 4:37:00 PM | 6/15/2011 | SHELL OIL 5 | PLANT CITY | FL | 108 55673E 108 | VEHICLE | | | AU461400E | | | | 17,701 | D2 LS | 12.51 | \$3.914 | \$48.97 |
| 4:20:00 PM | 6/15/2011 | WILDWOOD | WILDWOOD | FL | 108 55673E 108 | VEHICLE | | | AU461400E | | | | 18,030 | D2 LS | 8.94 | \$4.002 | \$35.78 |
| 5:09:00 PM | 6/17/2011 | MARATHON | TAMPA | FL | 108 55673E 108 | VEHICLE | | | AU461400E | | | | 19,263 | D2 LS | 11.84 | \$3.882 | \$45.96 |
| 5:37:00 AM | 6/18/2011 | SLIGH PETR | TAMPA | FL | 108 55673E 108 | VEHICLE | | | AU461400E | | | | 19,628 | D2 LS | 10.63 | \$3.951 | \$42.00 |
| 4:10:00 AM | 6/16/2011 | GATE 1142 | WILDWOOD | FL | 108 55673E 108 | VEHICLE | | | AU461400E | | | | 18,389 | D2 LS | 9.00 | \$4.001 | \$36.01 |

EA11003EN-01136[0]

Serious problem in [redacted] verification run

Non-responsive content removed

Non-responsive content removed

Complaint to team: Engine

From station: US

Vehicle class: VW361ME

Breakdown

| Complaint | Note | Analysis(A), Measure(M), Date(T) | Status | Responsibility | Vehicle | VIN | Mileage / Date |
|--------------------------------|------|--|--------|--------------------------------|--|----------------------------|------------------------|
| Engine died during shift trip. | 1 | <p>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.</p> <p>M:</p> <p>T:</p> | | Non-responsive content removed | <p>VW361ME CM015-0S</p> <p>2.0l 103 kW TDI CR ULEV2</p> <p>Engine no. CJA 107539</p> <p>Transmission no.:</p> <p>Transmission type: DQ250-6F</p> | 3VWLL7AJ4 CM [redacted] | 31,871 km 6/17/2011 |

[redacted] 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

Non-responsive content removed

EA11003EN-01136[1]

Serious problem in [redacted] verification run

Non-responsive content removed

Complaint to team: Engine

From station: US

Vehicle class: VW361ME

Breakdown

X

Photos

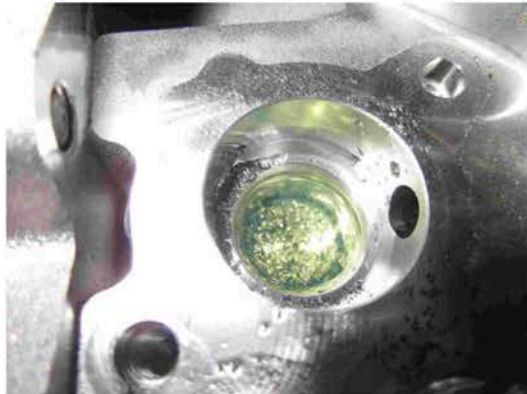
IMG_2595_60KB

VW361MECM01 [redacted] OS, 19808 km, 06/17/2011



IMG_2596_60KB

VW361MECM01 [redacted] OS, 19808 km, 06/17/2011



EA11003EN-01136[2]

Serious problem in [REDACTED] verification run

Non-responsive content removed

Non-responsive content removed

Complaint to team: Engine

From station: US

Vehicle class:

VW361ME

Breakdown

X

IMG_2613_60KB

VW361MECM01 [REDACTED] OS, 19,808 km, 06/17/2011



EA1#003E

From: Non-responsive content removed

To: [Redacted]
CC: [Redacted]

Date: 9/21/2011 7:06:05 AM

Subject: ANS: SWP VW361MECM01 -OS HPP Breakdown Station [Redacted]

Thank you for the information.

From: Non-responsive content removed
Sent: Tuesday, September 20, 2011 6:08 PM
To: Non-responsive content removed
Subject: RE: SWP VW361MECM01 -OS HPP Breakdown Station [Redacted]

Hello [Redacted]
I heard from Bosch that the pump has had a preliminary analysis and a turned tappet was localized as the cause of the breakdown. The cause of the turned tappet should be determined till the end of the week.
Regards,
[Redacted]

From: Non-responsive content removed
Sent: Tuesday, September 20, 2011 4:10 PM
To: Non-responsive content removed
Subject: Re: SWP VW361MECM01 -OS HPP Breakdown Station [Redacted]

Hello,
Has Bosch already analyzed the HPP?
Best wishes,

Non-responsive content removed

From: Non-responsive content removed
Sent: Monday, July 11, 2011 11:55 AM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: SWP VW361MECM01 -OS HPP Breakdown Station [Redacted]

Hello [Redacted]
The failed HPP (scope: see PDF) has arrived in [Redacted]. It will be sent to the injection workshop today, directly to: [Redacted]

Note: [Redacted] will not be back until Thursday, 07/14/11; the analysis will begin then.

PS: Non-responsive content removed
Regards, Non-responsive content removed

From: Non-responsive content removed
Sent: Thursday, June 23, 2011 10:00 AM
Cc: Non-responsive content removed
Subject: ANS: SWP VW361MECM01 -OS HPP StatU1 _ Advance info

Hello,
Advance info on breakdown VW361MECM01 -OS HPP:
- Fuel analysis directly on site through [Redacted] initiated in lab:
- High-pressure components / fuel filter sent to [Redacted] by express dispatch (contact with [Redacted])
- Fuel receipts for the vehicle requested by the station. (Tankkarte VW361MECM01 -OS.PDF)
- Visual inspection of fuel filter carried out (shavings present too)

Best wishes,

Non-responsive content removed

Component damage in CR development

Active
WK 15/07

Non-responsive content removed

| | | | | | | | | | | | |
|----|------------|--|------------|---------------------|--|--------------------------------|--|--|--|--|------------|
| 93 | 12/11/2006 | High-pressure fuel pump US 07 V 130 Bst.2 Lot2 | 03LD/17467 | 1 h (commissioning) | Plastic CH cap loose, locking screw under cap wet (fuel leaking) | Non-responsive content removed | Leaking confirmed in further inspection run (running time: 48 h). Pump will be sent to Bosch for analysis (12/18) | | | | 12/18/2006 |
|----|------------|--|------------|---------------------|--|--------------------------------|--|--|--|--|------------|

Non-responsive content removed

Non-responsive content removed

ENTIRE PAGE CONFIDENTIAL

Component damage in CR developmentMeasure verified

Wk 07/07

| No. | Date | Component | Engine | Running time | Complaint | Responsible | Analysis | Corrective measure | Verification of measure | Optimization potential for future project | Last change |
|--------------------------------|-----------|--|------------|--------------|--|-------------|---|-----------------------------------|-------------------------|---|-------------|
| Non-responsive content removed | | | | | | | | | | | |
| 31 | 6/21/2006 | HP pump 03L 130 755 / CP 4.1 From Bosch | 03LB/16916 | Inlet | Oil leaking forward on radial shaft seal | | Bosch in [REDACTED] for analysis on 06/22/06 Part at Bosch OK on test rig Cause: Return pressure on test rig in [REDACTED] too high | Check test rig in [REDACTED] done | | | 7/27/2006 |
| Non-responsive content removed | | | | | | | | | | | |

2.0I CR 103 kW US'07

Test bench failures

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

2.0I CR 103 kW US'07

Test bench failures

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

2.0I CR 103 kW US'07

Test bench failures

| Test run | Engine | Construction stage | Running time | Assessment | Result / measure |
|--------------------------------|--------|--------------------|--------------|------------|------------------|
| Non-responsive content removed | | | | | |

Weekly report Engines WK 11/2008

To distribution list

**Project scopes****1. EA 189 2.0l 103 kW CR-TDI BIN5 US07**

Problem: 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.

Analysis:


- 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

Non-responsive content removed

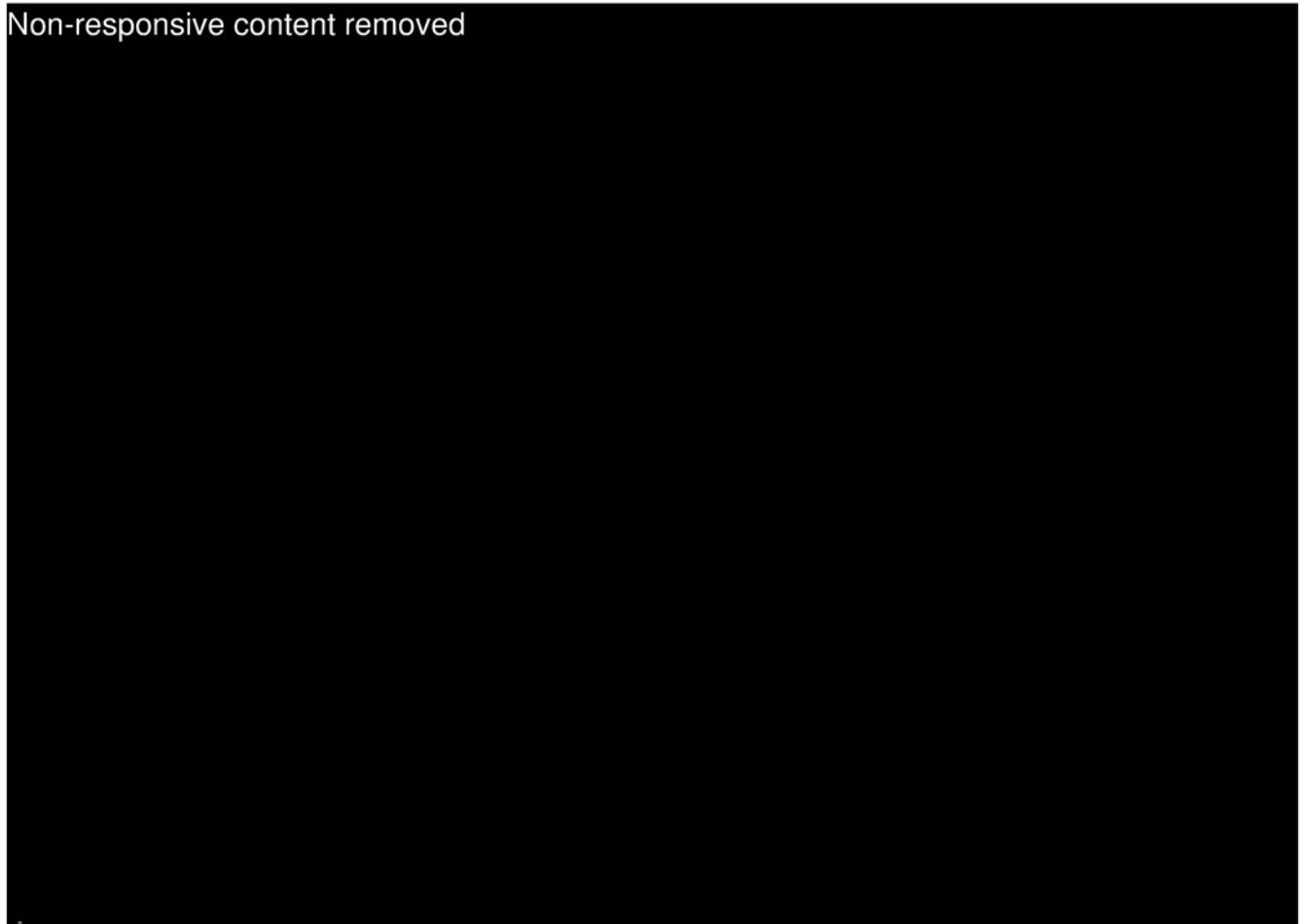
Non-responsive content removed



Non-responsive content removed

A large black rectangular redaction box covers the majority of the page's content, starting below the header and ending above the footer.

Non-responsive content removed

A second large black rectangular redaction box covers the lower portion of the page's content, starting below the first redaction and ending above the footer.

EA11003EN-01144[0]

From: Non-responsive content removed**To:** [REDACTED]**CC:****Date:** 6/17/2008 2:07:00 PM**Subject:** Re: Minutes [REDACTED] 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 removed

Non-responsive content removed

[REDACTED] mailbox is full; can you please give it to him when he gets back? It's very important for him.

Thank you.

Best regards

Non-responsive content removed

AUDI AG

Non-responsive content removed

Tel: Non-responsive content removed
Fax: [REDACTED]

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

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.

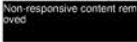
-----Original message-----

From: Non-responsive content removed**Sent:** Tuesday, June 17, 2008 2:47 PM**To:** Non-responsive content removed**Cc:** Non-responsive content removed

Non-responsive content removed

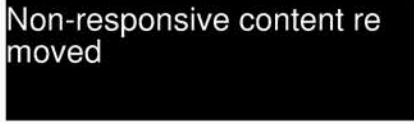
Subject: Re: Minutes [REDACTED] 886-071: Technical meeting AUDI/BOSCH on 06/09/2008

EA11003EN-01144[1]

Hello 

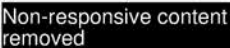
I'm sure the sensor issues are important for you.
The particle sensor should be given priority, because it is urgently required for future concepts. Please don't forward the minutes - they're for your use only!

Best regards

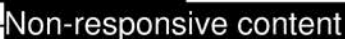


Non-responsive content removed

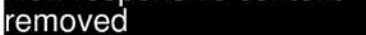
AUDI AG



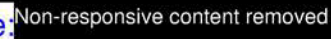
Non-responsive content removed

Tel: 

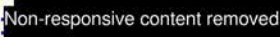
Non-responsive content removed

Fax: 

removed

BIK: 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

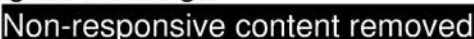
HRB Nr./Commercial Register No.: 1

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

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: Friday, June 13, 2008 6:13 PM

To: 

Non-responsive content removed



Non-responsive content removed

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).

Non-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.

[REDACTED]
Ablage\ [REDACTED] \886071_01_technik_gespraech_audi_rb_080609.pdf

Best regards

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

www.bosch.com

Telephone: Non-responsive content removed

PC fax: Non-responsive content removed

Mobile: Non-responsive content removed

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

From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 7/7/2008 1:27:00 PM
Subject: ANS: List of CP4 drivetrain damage WK26
Attachments: [Triebwerkschäden CP4 alle KW27_08.xls](#)

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

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 [REDACTED] will also be added.

>Best regards

>

Non-responsive content removed

AUDI AG

Non-responsive content removed

>

>From: [REDACTED]
>Sent: Monday, July 07, 2008 2:14 PM
>To: [REDACTED]
>Cc: [REDACTED]
>Subject: ANS: List of CP4 drivetrain damage WK26

>

>Hello [REDACTED]

>

>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 [REDACTED]?

>

>Regards

>

Non-responsive content removed

>

>

>

>

>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 Non-responsive content removed

>Two more R4 drivetrain damage cases were added today.

>Please provide me or Non-responsive content removed with the missing information for the orange fields (VW failures).

>Thank you.

>

>Hello Non-responsive content removed

>Please help - as promised - I cannot get the information for the blue fields from Non-responsive content removed

>Thank you.

>

>Hello Non-responsive content removed

>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 removed

>d

>

>

>AUDI AG

>Non-responsive content removed

>ed

>

>

>

>

>

><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

>

>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

EA11003EN-01147[2]

legally binding upon AUDI AG.

>

EA11003EN-01149[0]

From: Non-responsive content removed
 To: [Redacted]
 CC: [Redacted]
 Date: Monday, July 07, 2008, 9:54 AM
 Thema: Maintenance on [Redacted] vehicles.
 Attachments: [AU716-9-8018_F_Reparaturdaten.xls](#)
[AU716-9-8017_F_Reparaturdaten.xls](#)

Hello [Redacted]

I have checked both life cycles for maintenance 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

Non-responsive content removed

AUDI AG
 Non-responsive content removed

>
 >From: [Redacted]
 >Sent: Friday, July 04, 2008, 5:13 PM
 >To: [Redacted]
 >Subject:

>Both or not?

>With best regards

>Non-responsive content removed

>AUDI AG
 >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.
 >



Status V6 TDI Clean diesel for damage meeting WK 28/08



V6 3.0l TDI Bin 5 in Audi Q7

SOP WK47/08

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

Problem: 4 failures BIN-5 in [REDACTED] USA

Q7: 1x [REDACTED] USA: 25 tmi (40 tkm) - objective: 120 tmi

Q7: 1x [REDACTED] USA: 38 tmi (60 tkm) - objective: 120 tmi

1x [REDACTED] USA: 4.4tmi (7,000 km) after conversion to new HPP

Tou: 1x [REDACTED] USA: 1.7 tmi (2,723 km)

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

2nd failure: Analysis at Bosch WK 28/08
Fuel analysis in [REDACTED] WK 29/08

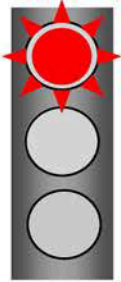
3rd failure: HPP newest version. Parts sent to [REDACTED] for analysis

4th failure: HPP with DM 01/08 HPP exchanged in USA in WK28/08
Parts sent to [REDACTED] for analysis. Initial result WK 29/08

Measures: Task Force established at Bosch.

Anti-wear measures implemented by 04/07/2008.

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

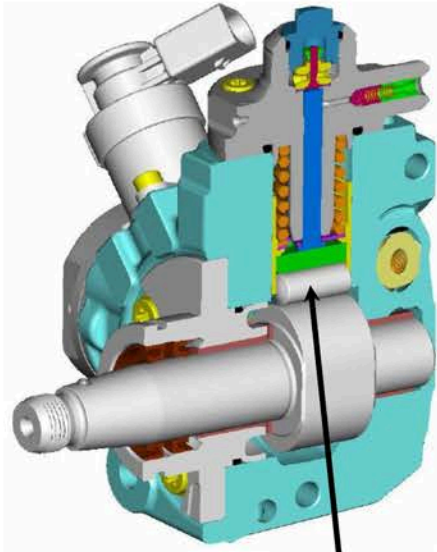




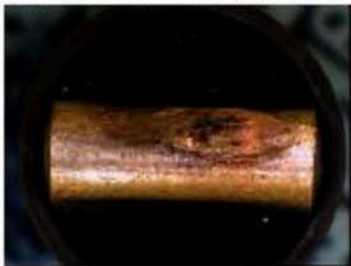
V6 3.0l TDI Bin 5 in Audi Q7

SOP WK47/08

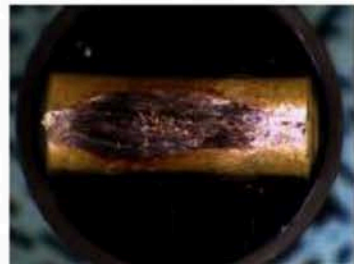
High-pressure pump 2000 bar Clean diesel (SOP WK 42/08)



Right roller tappet



Left roller tappet





V6 3.0l TDI Bin 5 in Audi Q7

SOP WK47/08

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 |



V6 3.0l TDI Bin 5 in Audi Q7

SOP WK47/08

DPF overload (SOP WK42/08)

Problem: 3 failures BIN-5 in [REDACTED] USA

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

Non-responsive content removed

Analysis: Analysis running together with [REDACTED]

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

Loading possible follow-on error of defective HP fuel pumps



Measures: WK 28 -29

Check [REDACTED]

Equip and operate EU vehicle with special measurement equipment in [REDACTED]

Update [REDACTED]

Further observation of load behavior

Repair HP fuel pump + [REDACTED] in vehicle 017

Repair [REDACTED]

Update [REDACTED]

EA11003EN-01154[0]

From: Non-responsive content removed

To:

CC:

Date: 7/14/2008 12:34:00 PM

Subject: Re: Drivetrain damage CP4

Attachments: [Triebwerkschäden CP4 alle KW25_08.xls](#)
[Triebwerkschäden CP4 alle KW29_08_Neu.xls](#)

Hello Non-responsive content removed

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 removed

AUDI AG
Non-responsive content removed

>
>From: Non-responsive content removed
>Sent: Thursday, June 19, 2008 9:36 AM
>To: Non-responsive content removed
>Cc: Non-responsive content removed

>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

>Non-responsive content removed

>From: Non-responsive content removed

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: Triebwerkschäden 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

Non-responsive content removed

>Please clarify the orange fields by Monday.

>

>Hello

>Please clarify all the blue fields by Monday.

>

>Hello

Non-responsive content removed

>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

Non-responsive content removed

>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 Non-responsive content removed can confirm that it is one) has run 11,000 km and comes from CP7 from the

>

>approximate time when Non-responsive content removed had 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, Non-responsive content removedNon-responsive content removed would like to have a list; is there one?

>

>The only striking thing is that all the pumps are from Non-responsive content removed and none from Non-responsive content removed!!!

>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,

>

Non-responsive content removed

>

>



Status V6 TDI Clean diesel

WK 29/08



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

SOP WK47/08 & WK06/09

non-responsive
content removed



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

SOP WK47/08 & WK06/09

non-responsive
content removed



non-responsive
content removed



non-responsive
content removed



V6 3.0l 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: | 4 failures BIN-5 in [REDACTED] AL USA | Date of manufacture |
|----------|--|------------------------|
| Q7: | 1x [REDACTED] VR USA: 25 tmi (40 tkm) - target: 120 tmi | 1/30/07 |
| Q7: | 1x [REDACTED] VR USA: 38 tmi (60 tkm) - target: 120 tmi | 11/30/07 |
| | 1x [REDACTED] VR USA: 4.4tmi (7,000 km) after conversion | 06/05/08 (new version) |
| Tou: | 1x [REDACTED] VW USA: 1.7 tmi (2,723 km) | 01/20/08 |



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

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

4th failure: HPP exchanged in USA in WK28/08
Parts to Bosch for analysis Initial result WK 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.

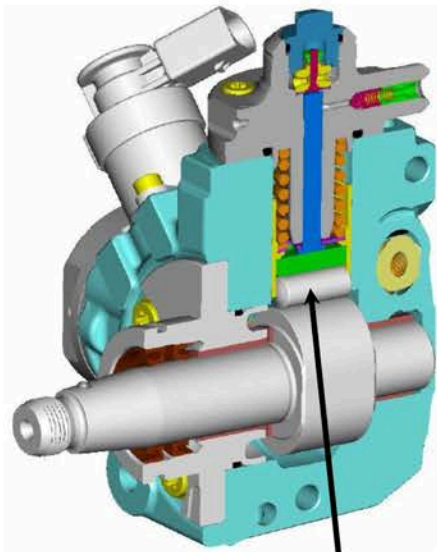
Special meeting Audi [REDACTED] and Bosch held on 07/15/08.



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

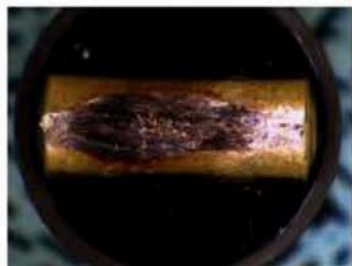
SOP WK47/08 & WK06/09

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



Right roller tappet

Left roller tappet





V6 3.0l 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 | |



non-responsive
content removed



non-responsive
content removed

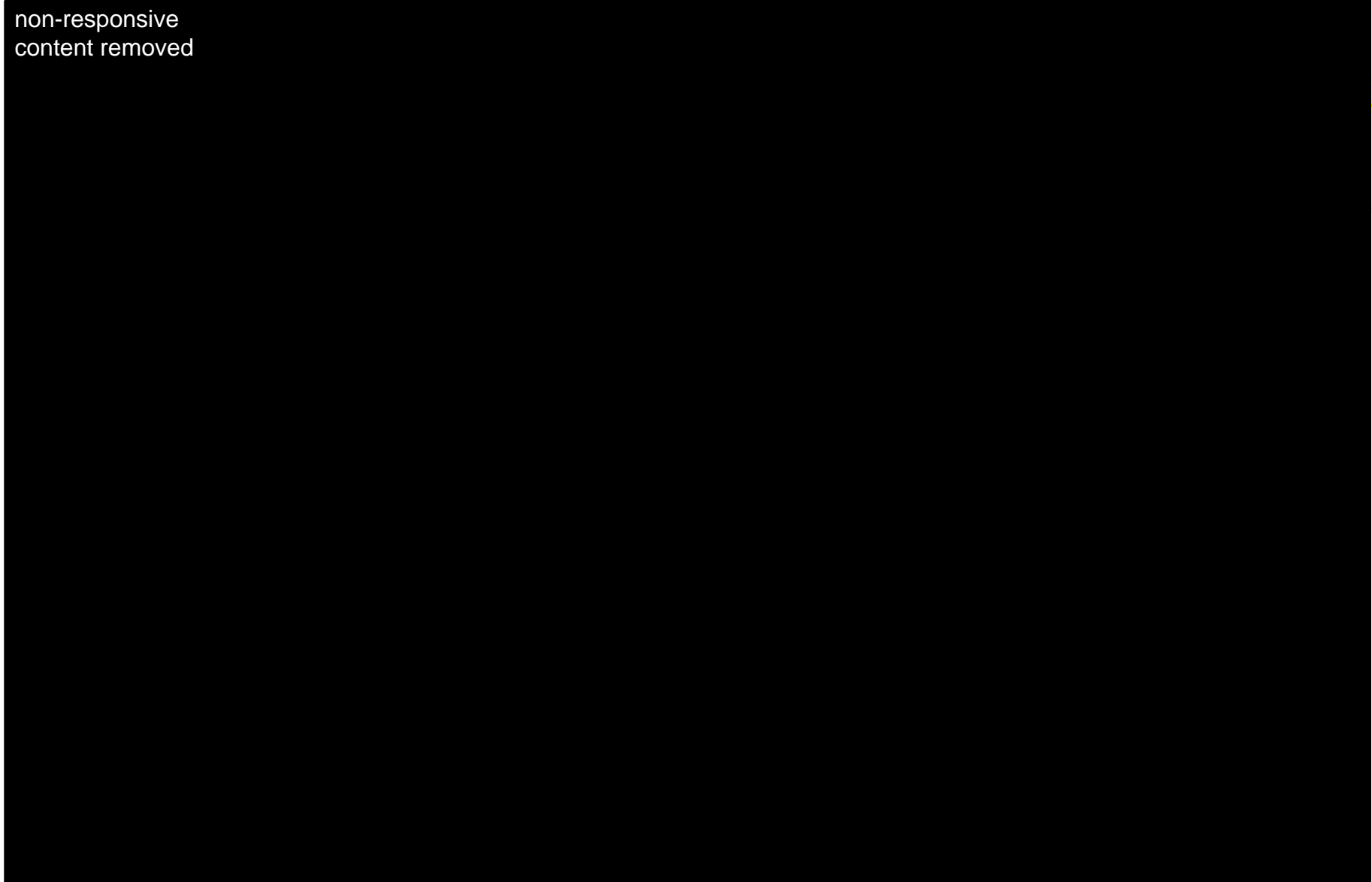


non-responsive
content removed



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

SOP WK47/08 & WK06/09



non-responsive
content removed

Non-responsive content removed



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

SOP WK47/08 & WK06/09

non-responsive
content removed

Non-responsive content removed



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

SOP WK47/08 & WK06/09

non-responsive
content removed

[A large black rectangular redaction covers the majority of the page content.]





Status V6 TDI Clean diesel

WK 30/08



V6 3.0l 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: | 4 failures BIN-5 in [REDACTED] AL USA | Date of manufacture HPP |
|----------|---|-------------------------|
| Q7: | 1x [REDACTED] VR USA: 25 tmi (40 tkm) - target: 120 tmi | 11/30/07 |
| | 1x [REDACTED] VR USA: 38 tmi (60 tkm) - target: 120 tmi | 11/30/07 |
| | 1x [REDACTED] VR USA: 4.4 tmi (7,000 km) after conversion | 06/05/08 (new version) |
| Tou: | 1x [REDACTED] 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

Measures: Task Force established at Bosch.

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

Cause of drivetrain damage is a "sluggish roller".

Failures are not U.S.-specific, series is also affected.

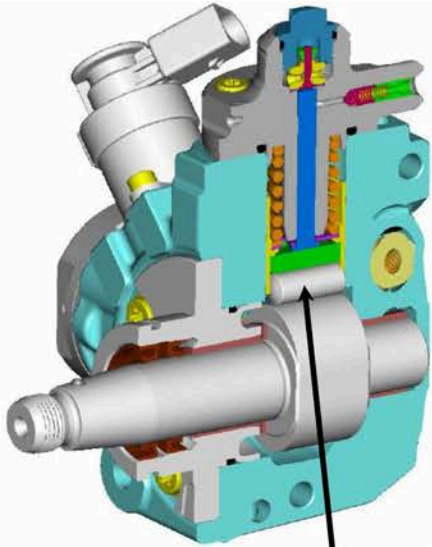
Improvement measures already implemented in production and inspection processes.
Further measures for process improvement are planned. Date under discussion.



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

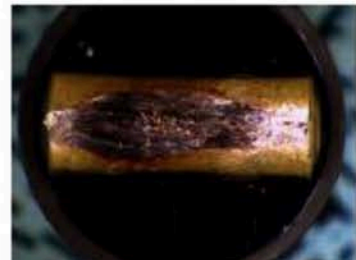
SOP WK47/08 & WK06/09

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



Right roller tappet

Left roller tappet





V6 3.0l 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.



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

SOP WK47/08 & WK06/09

DPF overload

(SOP WK47/08)

Problem: 3x Q7 BIN-5 in [redacted] USA - [redacted]

Trouble ticket GQ045 – 07/07/08

Limited performance due to DPF load recognition (differential pressure model)

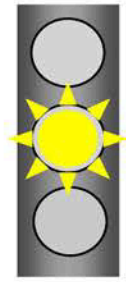
Analysis: Analysis running together with [redacted]

1x subsequent damage HP fuel pump defective (9-8017)

[redacted] non-responsive content removed

Measures:

[redacted] non-responsive content removed





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

SOP WK47/08 & WK06/09

DPF overload

(SOP WK47/08)

| | Error memory entry WK 27 | Km (WK 27) | Km WK 29) | Cause | Measures | Status |
|-----------------------------------|---|---------------|--------------|---|---|---|
| non-responsive content removed | | | | | | |
| AU 98017 | Rail pressure too low FMO min. error DPF soot load too high (>60g) | 68979 | 68979 | Consequential defect: HPP failure => Rail pressure too low => Extremely high soot load DPF | Exchange high-pressure fuel pump Analyze fuel samples Check load pressure hosing Update load pressure hosing Exchange DPF | in progress in progress done t.b.d. in progress |
| non-responsive content removed | | | | | | |



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

SOP WK47/08 & WK06/09

non-responsive
content removed



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

SOP WK47/08 & WK06/09

non-responsive
content removed

From: Non-responsive content removed
To:
CC:

Date: 8/26/2008 5:21:19 PM
Subject: Opening pressure of overflow valve
Attachments: [20080826101344069.pdf](#)

Hello

There are various limits in the pump TCD

1) Inlet pressure 4.5 bar_abs

2) Differential pressure (dp) via pump > 3 bar

In an isolated examination of this limit, it is correct that the OV can be closed

3) Min. pump return volume (bearing + overflow valve volume 80 l/h @ 80°C)

This is only reached when the overflow valve is open!

(at max. bearing play, the bearings provide 67 l/h, which means the remaining 20 l/h come from the overflow valve)

In addition, the illustration indicates the min. inlet volume of > 187 l/h (at min. on-board voltage!).

Of course, we would prefer to have a higher inlet pressure or dp via the pump, but in a borderline system examination (minimum on-board voltage, average EFP vs. max. on-board voltage, max. EFP), it isn't that simple.

-> For example, the maximum counter-pressure of the EFP could be exceeded, which would cause the internal EFP pressure relief valve to open, & the pressure would then collapse.

I have agreed with [redacted] that [redacted] will explain this connection in the system at the next technical meeting at the latest.

Can you please check the EFP TCD:
Min. delivery volume @ min. voltage
Max. delivery volume @ max. voltage
EFP opening pressure

We could contrast this with our Bosch EFP.

We will measure the EFP to this extent.

Best regards / mit freundlichen Grüßen

[redacted]

Robert Bosch GmbH

Non-responsive content removed

www.bosch.com

Tel. [redacted]

PC-Fax [redacted]

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;
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 Non-responsive content removed 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 $D_p = 3.1$ bar)
Non-responsive content removed sent us a sketch for this purpose (see attachment)

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

BeQIK

Non-responsive content removed

Tel. Non-responsive content removed

Fax

Mobile Non-responsive content removed

-----Original message-----

From: Non-responsive content removed
Sent: Tuesday, August 26, 2008 11:17 AM
To: Non-responsive content removed
Subject: Re: Your Scan

Hi all,

As we just discussed.
Yours sincerely,

Non-responsive content removed

Non-responsive content removed

AUDI AG

Non-responsive content removed

Tel.: Non-responsive content removed

Fax: d

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

From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 1/14/2009 5:25:00 PM
Subject: ANS: Minutes of CP4 TM from 11/19/2008
Attachments: [892168_01_cp_fg_081119.pdf](#)

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

Non-responsive content removed

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

Non-responsive content removed

Audi AG

Non-responsive content removed

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

To: Non-responsive content removed

Non-responsive content removed

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

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

www.bosch.com

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; Bernd Bohr, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Volkmar Denner, Uwe Raschke, Peter Tyroller

EA11003EN-01175101

From: Non-responsive content removed

To:

CC:

Date: 11/26/2010 6:50:48

Subject: Re: Status of [redacted] verification run VW526 V6 TDI NAR / [redacted]

Attachments: [Absicherung_HDP_V6_TDI.pdf](#)

According to the [redacted] the 6-cylinder was released again for [redacted] 2 days ago. But [redacted] said we did everything right with deregistering the Tiguan, we will not take any unnecessary risks in [redacted]. Of course, every additional ER vehicle in [redacted] 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,

[redacted]

>

>From: Non-responsive content removed

>Sent: Wednesday, November 24, 2010 2:11 PM

Non-responsive content removed

>Subject: Status of [redacted] verification run VW526 V6 TDI NAR / [redacted]

>

>Dear [redacted]

>

>Here is the current status of the [redacted] verification run VW526

>V6 TDI NAR / [redacted] on the subject of HPP failures

>

>

>

>The document can be used as a basis for discussion as part of the KAF.

>

>Best regards

>

[redacted]

>

>Volkswagen Aktiengesellschaft

>Non-responsive content 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.

>

>

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

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

Non-responsive content removed

USA 3.0l 165kW BIN5 with HPP with anti-wear package 1:

- VW526__BD105-PPS conversion incl. new engine in process.
- VW526__BD172-0S 25,000km mileage with new component and SW0005
- VW526__BD176-0S 32,000km mileage with new component and SW0005

USA 3.0l 165kW BIN5 with HPP with anti-wear package 2:

- VW526__BD108-PPS 28,000km mileage with new component and SW0005
- VW526__BD174-0S 26,000km mileage with new component and SW0005
- VW526__CD001-PPS 17,000km mileage with new component and SW0005

- Content of SW optimization:

BIN5 SW0005 since WK40/10
EU4 [redacted] SW0006 from WK47/10
EU4 [redacted] SW0003 from WK47/10
Full fuel delivery at engine start and with fuel temperature >70° C

- Further SW optimization

by [redacted] in process.
Contents: Full delivery from tmn. 15 on. Date SW availability for verification in WK50/10. Verification and approval scenario in process and coordination with [redacted]

Non-responsive content removed

3.0l 176kW EU4 with HPP with anti-wear package 2:

- VW526__BD143-0S 30,800km mileage with new component
- SW0006 for EU4 [redacted] available from WK47/10.

Non-responsive content removed

3.0l 176kW EU4 with HPP with anti-wear package 2:

- VW526__BD123-PPS conversion HPP, after delay in customs, currently in process.
- VW526__BD175-0S conversion HPP, after delay in customs, currently in process.
- SW0003 for EU4 [redacted] available from WK47/10.

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



Non-responsive content removed

