

From: Non-responsive content removed

To:

CC:

Date: 9/9/2009 4:54:14 PM

Subject: ANS: Draft for Reliability Program (do not distribute yet)!!!!!!!!!!!!!!

Attachments: [Status V6-TDI Bin5 - HDP Ausfälle KW37.ppt](#)
[Bosch-Audi Top-Gespräch 2009 neu - MG.ppt](#)

INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

Hello

Non-responsive content removed

Thank you for the preliminary information.

Attached please find the summary of today's EC damage meeting

As requested , some brief feedback with suggestions:

With best wishes

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AUDI AG

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Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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

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>

>From:

>Sent: Wednesday, September 09, 2009 4:48 PM

>To:

> Non-responsive content removed

> Subject: Draft for Reliability Program (do not distribute yet)!!!!!!!!!!!!!!

>

> Please let me have your feedback

>= final status

>

>

> < File: Bosch-Audi Top-Gespräch 2009 neu.ppt >>

>

>With best wishes

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>AUDI AG

Non-responsive content removed

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>

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

Date: 9/15/2009 12:39:35 PM

Subject: ANS: Pump complaint from Q Verification USA - Pump no 290109-0425

Attachments: [Extract from 0834 EHP4 V1 Kö 79. PG CP4.1 für VW R4 2.0L.pdf](#)

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Attached please find the slides presented at the project meeting. You will find a final report (in official format) in the approval pass.

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From: Non-responsive content removed

Sent: Tuesday, September 01, 2009 8:59 AM

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Subject: Re: Pump complaint from Q Verification USA - Pump no 290109-0425

Hello, Non-responsive content removed

Please send me the final report, which should be in a suitable form for distribution to higher management levels. A fuel analysis is available and is known to Bosch (see attachment)

PS: please provide some help here, this is already the 2nd or 3rd request.

With best wishes

Non-responsive content removed

From: Non-responsive content removed

Sent: Monday, August 03, 2009 8:16 AM

Non-responsive content removed

Subject: Re: Pump complaint from Q Verification USA - Pump no 290109-0425

First analysis from Bosch about seized HPP from the A3 Bin5.

Unfortunately this is just a list of what went wrong. The reason is still a mystery.

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From Non-responsive content removed

Sent: Friday, July 31, 2009 4:17 PM

Non-responsive content removed

Subject: Pump complaint from Q Verification USA - Pump no 290109-0425

Mr

Non-responsive content removed

The current status of CP4.1 complaints from a USA Q verification in an Audi A3 (see attachment). We need further analyses to clarify the cause.

Can you send us a fuel sample from the car or is there already a fuel analysis available?

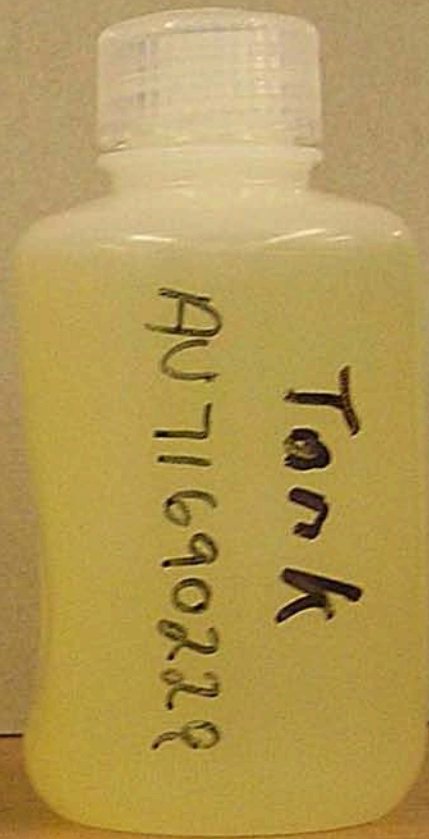
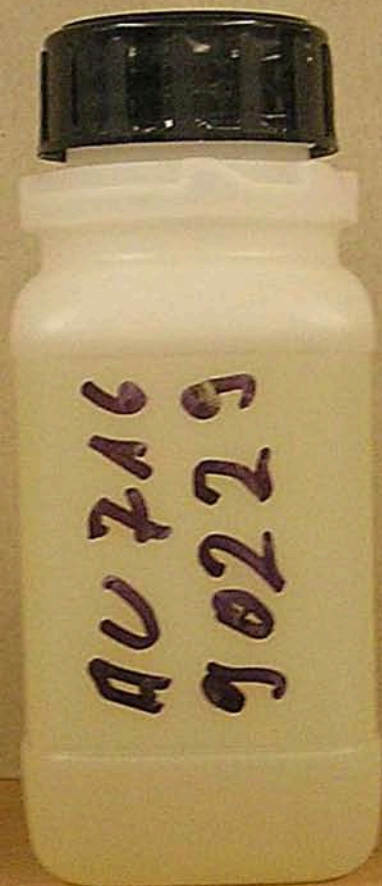
Best regards / mit freundlichen Grüßen

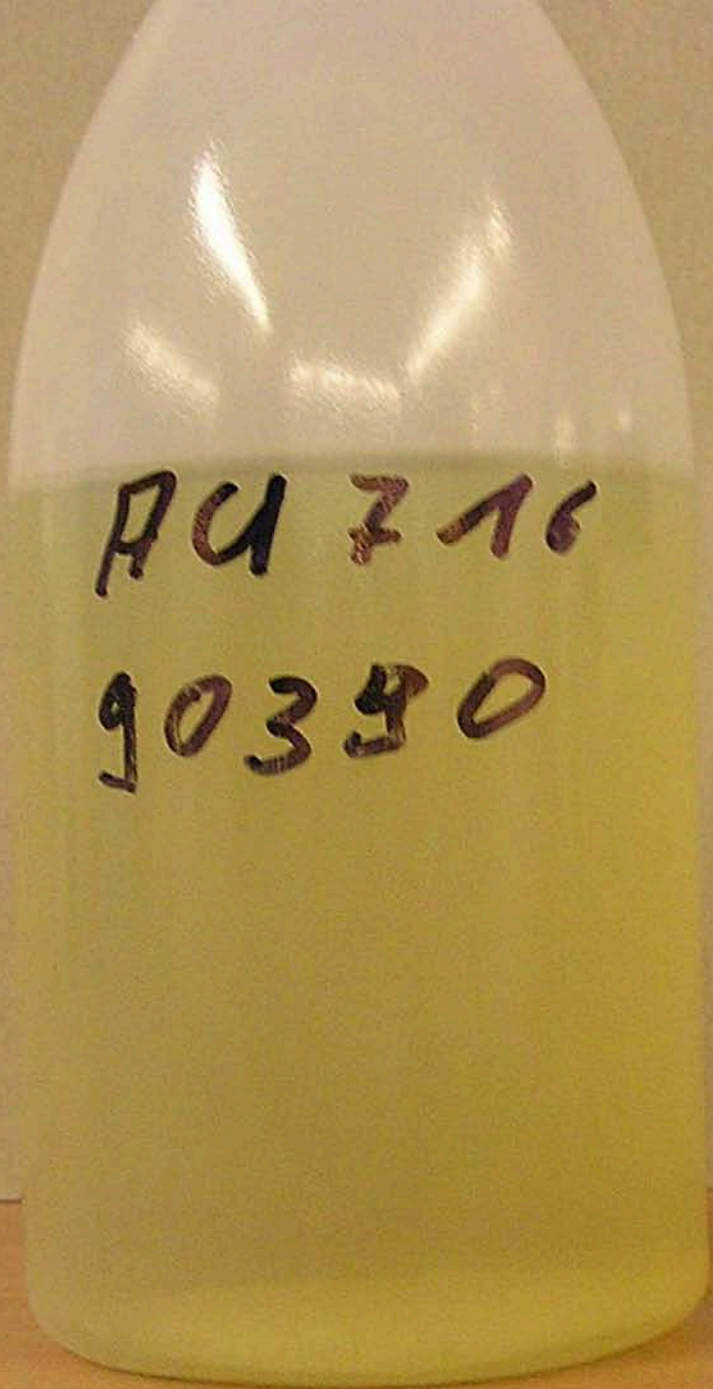
Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

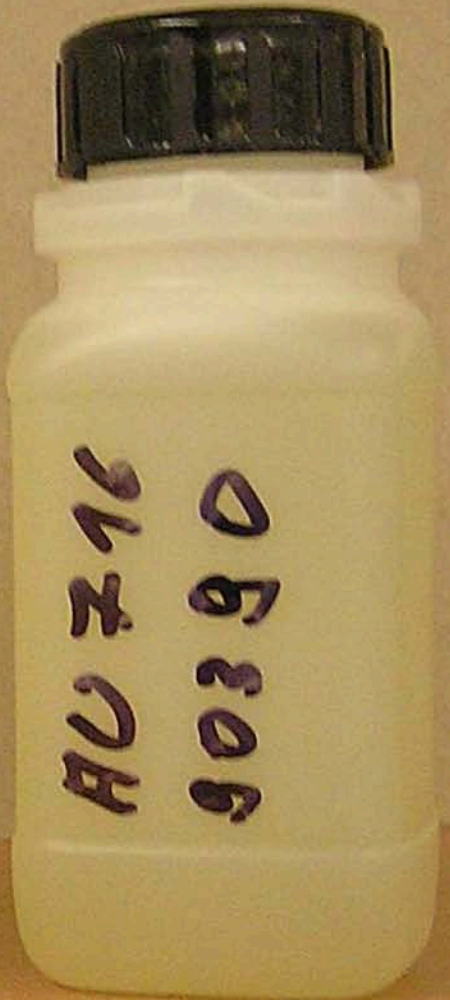
Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart, Commercial Register No. 14000;
Chairman of the Supervisory Board: Hermann Scholl; Management: Franz Fehrenbach, Siegfried Dais;
Bernd Bohr, Rudolf Colm, Volkmar Denner, Gerhard Kümmel, Wolfgang Malchow, Peter Marks,
Peter Tyroller;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





AC 716

90390



AC 716

90390

EA11003EN-01083[0]

Part Fuel filter
 Vehicle no.
 Removal date 09.16.09
 Removal km km
 Installation km km
 Mileage 27,285 km total.
 Removal Reason:
 faulty high-pressure fuel pump

Left
 Signature

Right

Teil Kraftstofffilter
 Fzg.-Nr. 10716 90390
 Ausb. Datum 16.09.09
 Ausb. km 144325 km
 Einb. km 144638 km
 Lfstr. 27285 km ges.
 Ausb.Grund
 defekte Hochdruckpumpe

links _____
 rechts _____

Unterschrift _____



Part Fuel filter
 Vehicle no.
 Removal date
 Removal km km
 Installation km km
 Mileage km total
 Removal Reason HPP defects

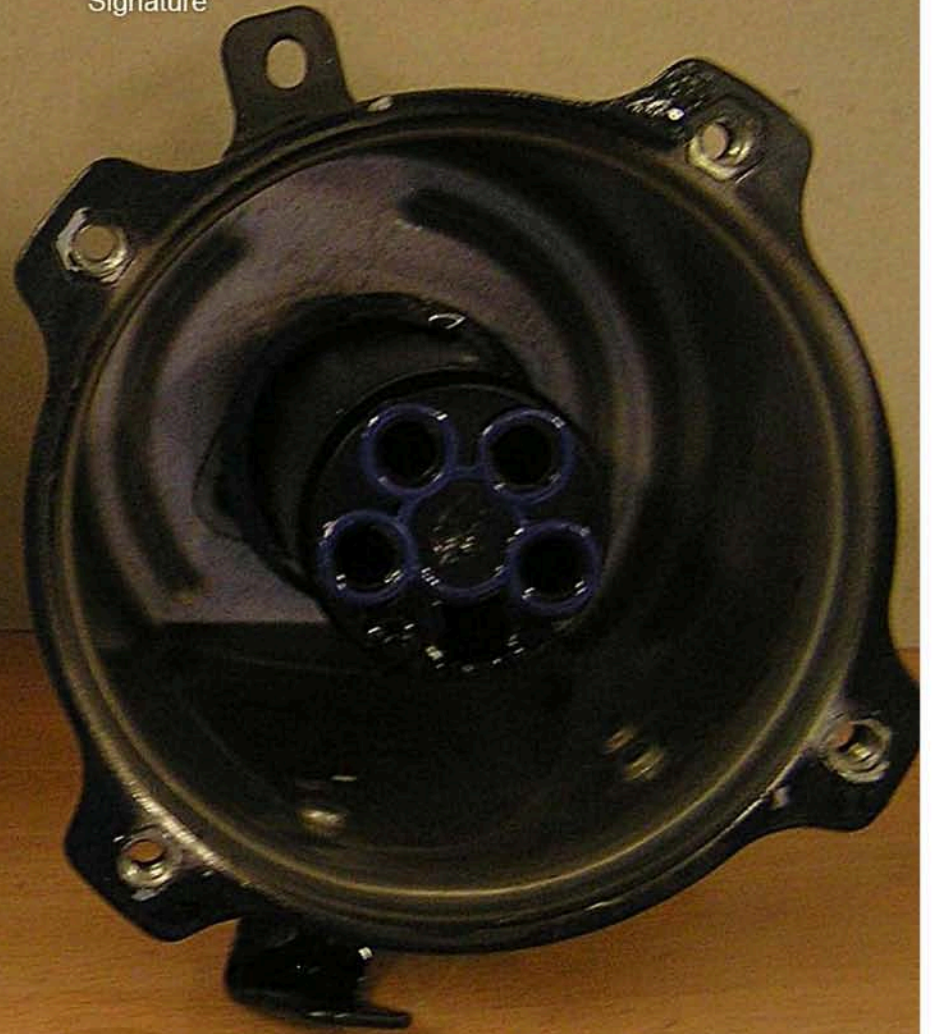
Left
 Signature

Teil Kraftstofffilter
 & Kraftstoffpumpe
 Fzg.-Nr. A4716 9-2219
 Ausb.-Datum 01.02.1997
 Ausb. km 144.076 km
 Einb. km 116.892 km
 Lfstr. 22 274 km ges. -
 Ausb.Grund HDP d. E 44
 VDKw- 5014.694

links

U

Abt. Udr 364 ME 6-732



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

CC:

Date: 10.02.2009 16:10:45

Subject: HPP failures

Attachments: [Status V6-TDI Bin5 - HDP Ausfälle KW40.ppt](#)

Hi all,

Here is the preliminary summary of HPP failures

Non-responsive content removed does [Redacted] have any other knowledge about the failures?

Best regards

Non-responsive content removed

AUDI AG

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Sitz/Domicile: Ingolstadt

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From: Non-responsive content removed

To:

CC:

Date: 10/8/2009 10:58:00 AM

Subject: Re: A - pump no. 290109-0425

Perhaps I could have an answer from you at the technical meeting?

With best wishes

Non-responsive content removed

From: Non-responsive content removed

Sent: Friday, September 18, 2009 12:16 PM

Non-responsive content removed

Subject: ANS: Pump complaint from Q Verification USA - Pump no 290109-0425

Hello Mr.

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With reference to the section on page 3:

* what indicators?

* I have sent your the OK fuel analyses.

The cause of damage is not clear However there are indications

that a fuel with low viscosity/lubricity or higher

water content may have been used. Perhaps an analysis of the fuel will shed further light here

or at least a starting point.

t.b.d. Fuel analysis

With best wishes

Non-responsive content removed

AUDI AG

Non-responsive content removed

From: Non-responsive content removed

Sent: Tuesday, September 15, 2009 1:39 PM

Non-responsive content removed

Subject: ANS: Pump complaint from Q Verification USA - Pump no 290109-0425

Mr

Attached please find the slides presented at the project meeting. There is a final report (in official format) in the signature pass.

Kind regards

From: Non-responsive content removed

Sent: Tuesday, September 01, 2009 8:59 AM

Non-responsive content removed

Subject: Re: Pump complaint from Q Verification USA - Pump no 290109-0425

Hello Mr.

Please send me the final report, which should be in a suitable form for distribution to higher management levels. A fuel analysis is available and is known to Bosch (see attachment)

PS please provide some help here, this is already the 2nd or 3rd request.

With best wishes

Non-responsive content removed

From: Non-responsive content removed

Sent: Monday, August 03, 2009 8:16 AM

Non-responsive content removed

Subject: Re: Pump complaint from Q Verification USA - Pump no 290109-0425

First analysis from Bosch about seized HPP from the A3 Bin5.

Unfortunately this is just a list of what went wrong. The reason is still a mystery.

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Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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From: Non-responsive content removed

Sent: Friday, July 31, 2009 4:17 PM

Non-responsive content removed

Subject: Pump complaint from Q Verification USA - Pump no 290109-0425

Mr. Non-responsive content removed

The current status of CP4.1 complaints from a USA Q verification in an Audi A3 (see attachment)
We need further analyses to clarify the cause.

Can you send us a fuel sample from the car or is there already a fuel analysis available

Best regards / mit freundlichen Grüßen

Robert Bosch GmbH

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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, Volkmar Denner, Gerhard Kümmel, Wolfgang Malchow, Peter Marks,
Peter Tyroller; Uwe Raschke

From: Non-responsive content removed
To: [Redacted]
CC: [Redacted]
Date: 10/12/2009 7:28:31 AM
Subject: Re: Diagnosis of USA failures EC endurance run
Attachments: [EHP5_0079_PB_Befundstatus_Audi-Rückläufer-USA.pdf](#)

Hi all,

I think the only answer here is specific measures with dates.
With best wishes

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Non-responsive content removed

AUDI AG

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Registergericht/Court of Registry: Local District Court Ingolstadt
HRB Nr./Commercial Register No.: 1
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From: Non-responsive content removed

Sent: Wednesday, October 07, 2009 4:14 PM

Non-responsive content removed

Subject: Diagnosis of USA failures EC endurance run

Dear [Redacted],
As discussed, attached please find the status slide for the diagnosis of the two USA failures in the EC endurance run.
Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH

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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, Volkmar Denner, Gerhard Kummel, Wolfgang Malchow, Peter Marks,
Peter Tyroller; Uwe Raschke

From: Non-responsive content removed

To:

CC:

Date: 10/14/2009 4:07:00 PM

Subject: ANS: Failure of EC pump with "change package"

Yes, CP4.2 V6-TDI BIN5 in USA.

However there are lots of others without the "change package" that have also failed. Hard to say whether there is a link with the package or whether this is a coincidence.

>With best wishes >

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>

>From: Non-responsive content removed

>Sent: Wednesday, October 14, 2009 4:51 PM

>To: Non-responsive content removed

>Cc:

>Subject: ANS: Failure of EC pump with "change package"

>

>Hello Non-responsive content removed

>

>Can you keep us up-to-date on this issue?

>Is the failed pump a CP4.2?

>

>Thank you and best wishes,

>

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>

>From: Non-responsive content removed

>Sent: Tuesday, October 13, 2009 11:25 AM

Non-responsive content removed

>Subject: Re: Failure of EC pump with "change package"

>Importance: High

>

>Dear Bosch team,

>

>Because of the failure during endurance testing, we have decided not to release the change package until the cause of the failure has been explained.

>See the message from our responsible developer for CP4 Clean diesel Non-responsive content removed >Please let us have your response to the technical meeting 10/21/09

>

>We would also like you to outline the subject of wash marks / C coating adhesion not OK on roller >
>With best wishes

Non-responsive content removed

> _____ Non-responsive content removed

>From

>Sent: Tuesday, October 13, 2009 11:03 AM

>Non-responsive content removed

>Subject: Failure of EC pump with "anti-wear package"

> Hello Non-responsive content removed

>The test pump with the "anti-wear package failed during EC endurance run"

>Roller support with C3 layer

>Roller dome with C2.1 layer

>Omission of ball peening of camshaft

>Omission of Mn PH on tappet

>Sample pump 0445B20169_20 with a runtime of 67,000 km

>This change package is not released until a clear analysis has been performed by Bosch.

>With best wishes

Non-responsive content removed

>AUDI AG

Non-responsive content removed

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EA11003EN-01092[2]

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From: Non-responsive content removed

To:

CC:

Date: 10/22/2009 6:02:27 PM

Subject: Re: Serious problem with vehicle 1K2AM006 (2,0l 103kW DQ250 6-F PPS), high-pressure fuel pump faulty

Attachments: [SWP_1K2AM006_HDP_defekt.pdf](#)
[1K2AM006 82640 mls 10.20.09](#)

Dear USA team,

Before conversion, please take 1 liter of fuel from this car via the flow line and place it in a sample bottle.

Reason:

To have the fuel sample analyzed in the US.

You will be given a contact address via the station coordination.

Yours sincerely,

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From: Non-responsive content removed

Sent: Thursday, October 22, 2009 8:54 AM

Non-responsive content removed

Subject: Re: Serious problem with vehicle 1K2AM006 (2.0l 103kW DQ250 6-F PPS), high-pressure fuel pump

From: Non-responsive content removed

Sent: Wednesday, October 21, 2009 5:16 PM

EA11003EN-01093[1]

To: [Redacted]

Subject: Serious problem with vehicle 1K2AM006 (2.0l 103kW DQ250 6-F PPS), high-pressure fuel pump

Hello [Redacted]

Attached please find details of a serious problem with vehicle 1 K 2 A M006 (2.0l 103kW DQ250 6-F PPS), High-pressure fuel pump defective

Please forward to the relevant colleagues.

1K2AM006 82640 mls 20.10.09

Workshop code:

43328 123 01439

Serial ID:

Data distribution: 1.00.061

Version:

25.07.005

Registration:

Vehicle ID no.

3VWJL7AJ3AM

10/20/2009 3:33:00 PM

1001.01 - Check event storage - Overall system

Function ended

01 - Engine electronics

03L906022TT

03L906022J

R4 2.0L EDC G001AG

H01 5146

Coding 50078

Serial number 1439

2 Error detected

Software part number:

03L906022TT

System name:

R4 2.0L EDC G001AG

SW version:

5146

HW part number:

03L906022J

HW version:

H01

Coding:

50078

Workshop code:

40670 666 01439

00135 P0087 000

Fuel rail/ system pressure

too low

Status:

static

Environmental conditions:

Error status:

11100000

Priority:

2

Error frequency counter:

2

Error log / dive cycle:

-

Kilometer reading:

0132990

Time indication bit:

0

Day counter:

! 14.09.2004

Time:

10:32:05

1700 rpm

51.1 mg/H

5

1512.0 bar
 1248.0 bar
 38.7 °C
 43 l

00135 P0087 000
 Fuel rail/ system pressure
 too low
 Status:

static

Environmental conditions:

Error status: 11100000
 Priority: 2
 Error frequency counter: 1
 Error log / dive cycle: -
 Kilometer reading: 0132992
 Time indication bit: 0
 Day counter: ! 14.09.2004
 Time: 3:30:14 PM

1010 rpm
 32.4 mg/H
 4
 600.0 bar
 304.0 bar
 34.2 °C
 43 l

02 - Gearbox electronics
02E300052
GSG DSG AG6 431
Coding 20
Serial number 66

02E927770AJ
843 1920

0 Error detected

Software part number: 02E300052
 System name: GSG DSG AG6 431
 SW version: 1920
 HW part number: 02E927770AJ
 HW version: 843
 Coding: 20
 Workshop code: 00000 000 00066

42 - Door electronics, driver side
1K0959701AC
J386 DOOR-CU DD
Coding 1205
Serial number 66

1K0959793N
009 1519

0 Error detected

Software part number: 1K0959701AC
 System name: J386 DOOR-CU DD
 SW version: 1519
 HW part number: 1K0959793N

HW version: 009
 Coding: 1205
 Workshop code: 00000 000 00066

52 - Door electronics, passenger side

1K0959702AC **1K0959792N**
J387 DOOR-CU PD **009 1519**
Coding 1204
Serial number 66

0 Error detected

Software part number: 1K0959702AC
 System name: J387 DOOR-CU PD
 SW version: 1519
 HW part number: 1K0959792N
 HW version: 009
 Coding: 1204
 Workshop code: 00000 000 00066

62 - Door electronics, rear left

1K0959703AH **1K0959795T**
J388 DOOR-CU BL **006 1401**
Coding 1168
Serial number 66

1 Error detected

Software part number: 1K0959703AH
 System name: J388 DOOR-CU BL
 SW version: 1401
 HW part number: 1K0959795T
 HW version: 006
 Coding: 1168
 Workshop code: 00000 000 00066

00934 005
 Window lifter motor back left V26
 No/incorrect basic setting/adaption
 Status:

sporadic

Environmental conditions:

Error status: 00100101
 Priority: 6
 Error frequency counter: 3
 Error log / drive cycle: 47
 Kilometer reading: 0129931
 Time indication bit: 0
 Day counter:
 Time: ! 05.14.2004
 12:48:29 PM

72 - Door electronics, back right

1K0959704AH **1K0959794T**
J389 DOOR-CU BR **006 1401**
Coding 1168
Serial number 66

0 Error detected

Software part number: 1K0959704AH
 System name: J389 DOOR-CU BR
 SW version: 1401
 HW part number: 1K0959794T
 HW version: 006
 Coding: 1168
 Workshop code: 00000 000 00066

03 - Brake electronics (ESP/EHC)**1K0907379AP****1K0907379AP****ESP MK60EC1****H45 0107****Coding, long****Serial number 66****0 Error detected**

Software part number: 1K0907379AP
 System name: ESP MK60EC1
 SW version: 0107 HW
 Part number: 1K0907379AP
 HW version: H45
 Coding: \$11 4B 40 0C 49 22 00 FA 88 0B 02 E7 92 1C 00 42 B1
 00
 Workshop code: 00000 000 00066
 Engine code letter: < unavailable >
 J number master list: ----
 Record number: < unavailable >
 Record version: < unavailable >

44 - Power steering (EPS)**1K0909144H**

EPS_ZFLS Tmn 70**H15 2901****Coding****Serial number 1439****0 Error detected**

Software part number: 1K0909144H
 System name: EPS_ZFLS Cl. 70
 SW version: 2901
 HW part number: _____
 HW version: H15
 Coding:
 Workshop code: 43328 123 01439

15 - Airbag**1K0909605AD****1K0909605AD****04 AIRBAG VW8R 0 036****036 8900****Coding 12340****Serial number 8574****0 Error detected**

Software part number: 1K0909605AD

System name:	04 AIRBAG VW8R 036
SW version:	8900
HW part number:	1K0909605AD
HW version:	036
Coding:	12340
Workshop code:	44491 066 08574

25 - Immobilizer (WFS)
EV_ImmoUDSMM9RM10_A01

0 Error detected

VW/Audi part number	5M0920970C
Software version	0021
Hardware part number	5M0920970C
Hardware version	H07
ASAM/ODX file identifier	EV_ImmoUDSMM9RM10
ASAM/ODX file version	A01010
Length of coding	ZERO
Coding	ZERO
Part number of the parameter set	ZERO
Version of the parameter set	ZERO
System code	J334
Vehicle equipment code	00 00 00 00 00 00 00 00
Status of the program memory	programmable Program available
Programmability	programmable
Program consistency	Program available
Parametrizability	[VO] ZERO
Data consistency	[VO] ZERO
system name	IMMO
Chassis number	3VWJL7AJ3AM [REDACTED]
FAZIT identification	MM5-TEP14.05.0905010004
Serial number	00000000000000
Motor code letters	ZERO

65 - Tire pressure monitoring
5K0937085C
RDK
Coding, long
Serial number 8305

5K0937085C
008 0817

0 Error detected

Software part number:	5K0937085C
System name:	RDK
SW version:	0817
HW part number:	5K0937085C
HW version:	008
coding:	\$01 87 04
Workshop code:	69411 066 08305
Engine code letter:	< unavailable >
J number master list:	J502
Record number:	< unavailable >
Record version:	< unavailable >

16 - Steering column electronics SMLS)
1K0953549CP

1K0953549CP

J0527 052
Coding 1033
Serial number 66

--- 0111

0 Error detected

Software part number: 1K0953549CP
 System name: J0527 052
 SW version: 0111
 HW part number: 1K0953549CP
 HW version: ---
 Coding: 1033
 Workshop code: 00000 000 00066

56 - Radio 3C0035684C
RNS-MID
Coding, long
Serial number 1439

3C0035684A
H01 0980

0 Error detected

Software part number: 3C0035684C
 System name: RNS-MID
 SW version: 0980
 HW part number: 3C0035684A
 Hw version: H01
 coding: \$04 05 00 00 01 00 00 86 00
 Workshop code: 40670 666 01439
 Engine code letter: < unavailable >
 J number master list: J0506
 Record number: -----
 Record version: ----

17 - Instrument panel insert (combi)**EV_KombiUDSMM9RM10_A04****0 Error detected**

VW/Audi part number 5M0920970C
 Software version 0021
 Hardware part number 5M0920970C
 Hardware version H07
 ASAM/ODX file identifier EV_KombiUDSMM9RM10
 ASAM/ODX file version A04010
 Length of coding 0x3
 Coding 27 0B 00
 Part number of the parameter set ZERO
 Version of the parameter set ZERO
 System code J285
 Vehicle equipment code 00 00 00 00 00 00 00 00
 Status of the program memory programmable Program available
 Programmability programmable
 Program consistency Program available
 Parametrizability [VO] ZERO
 Data consistency [VO] ZERO
 System name COMBI

Chassis number
 FAZIT identification
 Serial number
 Motor code letters

3VWJL7AJ3AM
 MM5-TEP14.05.0905010004
 00000000000000
 ZERO

37 - Navigation
3C0035684C
RNS-MID
Coding, long
Serial number 1439

3C0035684A
H01 0980

0 Error detected

Software part number: 3C0035684C
 System name: RNS-MID
 SW version: 0980
 HW part number: 3C0035684A
 HW version: H01
 Coding: \$04 05 00 00 01 00 00 86 00
 Workshop code: 40670 666 01439
 Engine code letter: < unavailable >
 J number master list: J0506
 Record number: -----
 Record version: ----

2E - Media player Position 3
5N0035342B
SG EXT.PLAYER
Coding, long
Serial number 1458

5N0035342B
H13 X088

0 Error detected

Software part number: 5N0035342B
 System name: SG EXT.PLAYER
 SW version: X088
 HW part number: 5N0035342B
 HW version: H13
 Coding: \$01 00 00
 Workshop code: 00250 666 01458
 Engine code letter: < unavailable >
 J number master list: J650
 Record number: < unavailable >
 Record version: < unavailable >

08 - climate/ heating electronics
EV_ClimaBasis_A01

0 Error detected

VW/Audi Part number 3C8907336N
 Software version 0203
 Hardware part number 3C8907336N
 Hardware version H13
 ASAM/ODX File identifier EV_Climatic

ASAM/ODX file version A01001
 Length of coding 0x5

Coding	00 00 00 00 00
Part number of the parameter set	ZERO
Version of the parameter set	ZERO
System code	J301
Vehicle equipment code	00 00 00 00 00 00 00 00
Status of the program memory	programmable Program available
Programmability	programmable
Program consistency	Program available
Parametrizability	[VO] ZERO
Data consistency	[VO] ZERO
System name	Climatic
Chassis number	ZERO
FAZIT Identification	ZERO
Serial number	ZERO
Engine identification letter	ZERO

09 - Electronic central electrics (BCM1)**5K0937085C****5K0937085C****BCM PQ35 B++****008 2019****Coding, long****Serial number 1439****1 Error detected**

Software part number:	5K0937085C
System name:	BCM PQ35 B++
SW version:	2019
HW part number:	5K0937085C
HW version:	008
Coding:	\$2D 20 0B 1E 90 2E 3E E4 80 08 00 85 10 00 00 24 01 01 00 86
41 00 85 61 5C 80 00 00 00 00	
Workshop code:	43328 123 01439
Engine code letter:	< unavailable >
J number master list:	J519
Record number:	< unavailable >
Record version:	< unavailable >

00185 012

Controller Relay for power supply Terminal 15

Electrical fault in circuit

Status: sporadic

Environmental conditions:

Error status:	00101100
Priority:	2
Error frequency counter:	1
Error log / dive cycle:	50
Kilometer reading:	-
Time indication bit:	0
Date:	-

Tmn15 OFF
12.85 V
off
on

off
off
off

19 - Diagnostic interface for databus (Gateway)

1K0907530AA
J533 Gateway H07
Coding, long
Serial number 66

1K0907951
H07 0081

0 Error detected

Software part number:	1K0907530AA
System name:	J533 Gateway H07
SW version:	0081
HW part number:	1K0907951
HW version:	H07
Coding:	\$ED 80 7F 07 40 02 12 00 10 02
Workshop code:	00000 000 00066

From: Non-responsive content removed

To:

CC:

Date: 1/28/2010 11:24:43 PM

Subject: ANS: Analysis of the water in the water separator

Attachments: [Status V6-TDI Bin5 - HDP Ausfälle KW37.ppt](#)

Hello

Non-responsive content removed

You are right, a large amount of water was found in the sample from International Falls Rail pressure errors occurred in this vehicle after the start. However, this vehicle was operated without damage to the pump. It should be noted that the filter changing intervals were significantly exceeded at the start of the first endurance test. In the case of the failures in the EC ER, the filter changing and drainage intervals were correctly observed. The samples from the fuel filter and tank showed nothing unusual in terms of water. See approved status. We will continue to monitor the water issue. As soon as we find water in the filter, we will agree on further procedure with you. Best wish to a cold Stuttgart. With best wishes

Non-responsive content removed

AUDI AG

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Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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From: Non-responsive content removed

Sent: Monday, January 25, 2010 10:52 AM

To: Non-responsive content removed

Cc:

Subject: ANS: Analysis of water in water separator

Dear

Non-responsive content removed

The attached report refers to an aqueous solution that was probably not examined unfortunately.

In addition, there was at least 1 case of damage to the high-pressure fuel pump in which corrosion was found -> in this case there must have been water in the fuel.

My wish would be that the water/fuel mixture from the forthcoming test (Q7) should be saved and analyzed.

Thank you & I hope the test goes well,

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH

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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, Volkmar Denner, Gerhard Kümmel, Wolfgang Malchow, Peter Marks, Peter Tyroller; Uwe Raschke

From: Non-responsive content removed

Sent: Friday, January 22, 2010 4:11 PM

To: Non-responsive content removed

Cc:

Subject: ANS: Analysis of the water in the water separator

Hello

We have not found any water so far in the fuel filters examined. Next week there will be a cold test in Denver, USA.

If we find water in the filters/separator we shall send you a sample.

With best wishes

Non-responsive content removed

AUDI AG

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Registergericht/Court of Registry: Local District Court Ingolstadt
HRB Nr./Commercial Register No.: 1
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EA11003EN-01096[2]

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From: Non-responsive content removed

Sent: Thursday, January 21, 2010 10:41 AM

To: Non-responsive content removed

Cc:

Subject: Analysis of the water in the water separator

Good morning

Can you provide me with an analysis of the water in the water separator (Q7 vehicle) or save water from the water separator and send it to us for analysis?

The background is the composition of the water (salts, oils, etc.) in order to use our water tests to interpret this information in near-to-field conditions.

Thank you.

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH

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, Volkmar Denner, Gerhard Kümmel, Wolfgang Malchow, Peter Marks, Peter Tyroller; Uwe Raschke

From: Non-responsive content removed
To:

CC:

Date: 7/20/2010 4:42:51 PM

Subject: Failure in USA when testing the Touareg NF with RP1

Hi all,

Two weeks ago, a failure was reported in the USA indicating that the vehicle has been "mistakenly fueled with petrol". I discussed this during the task force meeting two weeks ago.

Mr. Non-responsive content removed from Non-responsive content removed writes:

As already explained, attached please find the photos of the faulty HPP in vehicle VW726 10331.

This is a Gen1 high-pressure fuel pump Gen1 with anti-wear package 1 (part no. 059 130 755 BC Indiv. No. 00043 4225) which we installed at tachometer reading 59,916 km.

It thus has a mileage of 44,816 km.

At present we are checking whether unleaded petrol may have been used.

In the meantime feedback has been received that it was not known whether the wrong fuel had been used and that this could not be established with a gas station receipt, despite the fact that the sample smelled of petroleum.

We have agreed with Non-responsive content removed that the faulty pump, the 6 bar tank unit and 2 liter fuel sample will be supplied.

The vehicle is to be repaired again because it has approximately another 80,000 km ahead of it. We shall supply a Gen1 RP2 pump.

>With best wishes

>

Non-responsive content removed

Non-responsive content removed

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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From: Non-responsive content removed

To:

CC:

Date: 9/16/2010 3:11:00 PM

Subject: :Re: Chips in high-pressure pump VW526__BD108-PPS

Sorry fellow team members, Non-responsive content removed

I am unable to find chips that indicate typical drivetrain damage, these three little chips are not (yet) the culprits.

However, this vehicle offers an opportunity to take a closer look at the LP system:

- * What is the situation in the swirl pot with fuel or other residue in the swirl pot (strainer, etc.)?
- * What volume/pressure is produced by the intank pump ?
- * What volume/pressure is produced by the inline pump ?
- * Is the HPP possibly slightly previously damaged ?

Who can check that for us at VW / the station?

With best wishes

Non-responsive content removed

AUDI AG

Non-responsive content removed

From: Non-responsive content removed

Sent: Thursday, September 16, 2010 3:10 PM

Non-responsive content removed

Subject: Re: Chips in high-pressure pump VW526__BD108-PPS

Hi guys,

Can you explain why the rail pressure is too low in the case of the small number of particles shown in the photos on the MU of the pump?

Could there possibly be another cause? DRV ?

I will have someone send the address to [Non-responsive content removed] I will have the parts sent to you, [Redacted]. OK ?

With best wishes

[Non-responsive content removed]

AUDI AG

[Non-responsive content removed]

From: [Non-responsive content removed]

Sent: Thursday, September 16, 2010 2:15 PM

To: [Non-responsive content removed]

Subject: Re: Chips in high-pressure pump VW526__BD108-PPS

Dear [Non-responsive content removed]

The fault described below was the cause of the problem. Pumps are sent to me at WOB and are then forwarded by me. Please let people know the address.

@ [Redacted] as discussed, please remove the HPPs from both cars and label them. etc. Obtain pumps at local level so that the cars are put back on the road as soon as possible.

@ [Non-responsive content removed], when exactly is the latest generation of pumps for the USA to be used?

With best wishes

[Non-responsive content removed]

VOLKSWAGEN AG

[Non-responsive content removed]

VOLKSWAGEN AG

Sitz/Domicile: Wolfsburg

Registergericht/Court of Registry: Local District Court Braunschweig

HRB Nr./ Commercial Register No.: 100484

Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Ferdinand Piëch

EA11003EN-01103[2]

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

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01 - Engine electronics

EV_ECM30TDI0117P0907401E_001

1 Error detected

VW/Audi part number 7P0907401E

Software version 0004

Hardware part number 7P0907401E

Hardware version H11

ASAM/ODX file identifier EV_ECM30TDI0117P0907401E ASAM/ODX
file version

Length of coding ZERO

Coding 29 2A 40 12 23 26 00 05 00 00

Part number of the parameter set ZERO

Version of the parameter set ZERO

System code J623

Vehicle equipment code 00 00 00 00 00 00 00 00

Status of the program memory programmable Program available

Programmability, programmable

Program consistency Program available

Parametrizability (VO) ZERO

Data consistency [VO] ZERO

System name 3.0TDI EDC17

Chassis numberWVGFK9BP4BD[REDACTED]SUMMA-
RY identification BPG-81018.02.1013080266

Serial number ZERO

Engine letters CATA

Symptom number: \$00145F (5215)

SAE code: P008700

Text: Fuel rail/ system pressure

Text: too low

Status: One or more warning lights on

EA11003EN-01103[3]

Status: Not tested in the current operating cycle
Status: Fault has occurred since deleting the event memory
Status: Tested since deleting the event memory
Status: confirmed
Status: Fault in present or last drive cycle not detected Status:
Error has not occurred in current operating cycle Status: pas-
sive/sporadic

From: Non-responsive content removed
Sent: Thursday, September 16, 2010 10:28 AM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: ANS: Chips in high-pressure pump VW526__BD108-PPS

Good morning Non-responsive content removed
The sensor you refer to is the metering unit (MU) and, if there is a suspicion of dirt, should be removed first and checked for dirt. This will prevent further damage to the pump.

In this case, the procedure you describe with photos etc. would be the first step. Please send these to the people here in CC.

Question: What exactly was the complaint regarding the vehicle that led to the MU being removed?

@ Non-responsive content removed

Should the pump be sent directly to Bosch or should we sent them through you,

Dieter?
With best wishes

Non-responsive content removed

AUDI AG

Non-responsive content removed

From: Non-responsive content removed
Sent: Thursday, September 16, 2010 7:30 AM
To: Non-responsive content removed
Subject: Re: Chips in high-pressure pump VW526__BD108-PPS
Importance: High

Dear colleagues,

See mail from our colleague in [REDACTED] Doesn't look good....

Can you please answer him?

Thank you and best wishes,

With best wishes

Non-responsive content removed

AUDI AG

Non-responsive content removed

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

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From: Non-responsive content removed

Sent: Thursday, September 16, 2010 6:32 AM

To: Non-responsive content removed

Subject: Re: Chips in high-pressure pump VW526__BD108-PPS

From: Non-responsive content removed

Sent: Thursday, September 16, 2010 6:16 AM

To: Non-responsive content removed

Cc:

Subject: Re: Chips in high-pressure pump VW526__BD108-PPS

Good morning [REDACTED]

Our USA station has discovered chips in the HPP here. Can this have anything to do with poor quality fuel?

@ [redacted] we need the data for the HPP.

Please check all HPPs. Data, model, etc.

If possible please take some photos without a flash. Why did you remove the sensor from the HPP?

With best wishes

Non-responsive content removed

VOLKSWAGEN AG

Non-responsive content removed

VOLKSWAGEN AG

Sitz/Domicile: Wolfsburg

Registergericht/Court of Registry: Local District Court Braunschweig

HRB Nr./ Commercial Register No.: 100484

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From: [redacted]

Sent: Thursday, September 16, 2010 1:04 AM

To: [redacted]

Subject: Chips in high-pressure pump VW526__BD108-PPS

Hello [redacted]

We have found chips in the high-pressure pump of the VW526__BD108-PPS. The vehicle has been laid up.

See photos.

< File: IMG_0099.jpg >> < File: IMG_0087.jpg >> < File: IMG_0094.jpg >>

Regards

Stat USA





EA11003EN-01104[0]





EA1100



From: Non-responsive content removed

To:

CC:

Date: 9/22/2010 7:54:21 AM

Subject: ANS: Updated CP4 Task Force

Attachments: [SWP VW526 BD174-0S Liegenbleiber.pdf](#)

Good morning all,

I don't intend to be at the task force in FeP today, unless it would be of interest. If anything comes up where I am needed, just give me a call, using my mobile if necessary (██████████, you have the number). Important for me would be the point of yesterday's teleconference with VW and the MAF-BIN5 pump failure in the VW-Tou-NF. ██████████^{Non-responsive content removed} knows about this. See also attachment. The topic could be critical because, as far as I know, VW has put a stop on both the unit and the car and intends to report the matter to the board. For this reason it would be important to concentrate on this matter and to prepare a statement for the end of the week that establishes the link between the failure and the effectiveness of AWP2 for BIN5.

Best wishes from WOB,

Non-responsive content removed

AUDI AG

Non-responsive content removed

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

> **Sent:** Tuesday, September 14, 2010 12:44 PM

Non-responsive content removed

Non-responsive content removed

- >Subject: Updated CP4 Task Force
- >Time: Wednesday, 22 September 2010 11:00 AM-4:00 PM(GMT+01:00) Amsterdam, Berlin, Bern, Rome, Stockholm, Vienna.
- >Venue: to be decided (alternately Feuerbach and NSU)
- >
- >
- >
- >9/14/2010
- >
- >Extension of the interval between meetings.
- >
- >From WK 40 onwards the task force will be held every 14 days.
- >
- >Invitations and an adjusted schedule will follow.
- >
- >
- >Best regards,

Non-responsive content removed

- >
- >+++++
- >
- >6/22/2010
- >
- >Extension of the interval between meetings.
- >
- >Best regards,

Non-responsive content removed

>Robert Bosch GmbH
 Non-responsive content removed

- >
- >Robert Bosch GmbH, Head-office: 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, Wolfgang Chur, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks, Volkmar Denner, Peter Tyroller.
- >
- >
- >

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

CC:

Date: 09.29.2010 08:42:25 AM

Subject: Failure photos, VW Touareg-failures CP4.2

Attachments: [1368_FHP_Beanstandungen W19Bin5 im Touareg.pdf](#)

Hello,

Attached please find the diagnostic results for the Touareg failures CP4.2:
All drivetrain damage is collateral damage from previously damaged rollers. The previous damage to the rollers involves narrow braking flats with material adhering to the cams.

Best regards / mit freundlichen Grüßen

BeQIK

Non-responsive content removed

[REDACTED] 29.09.2010

From: Non-responsive content removed

To:

CC:

Date: 05.24.2011 5:55:14 PM

Subject: CP4 diagnostic reports

Attachments: [VW R4 USA-DL 157013km 2011-CP4 0026.pdf](#)
[VW R4 Q-AL 74592km 2011-CP4 0028.pdf](#)
[VW R4 Q-AL 100236 2011-CP4 0029.pdf](#)
[VW R4 Q-AL 149989km 2011-CP4 0031.pdf](#)

Hello,

Attached please find more diagnostic reports.

If necessary, please forward these to other project members.

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH

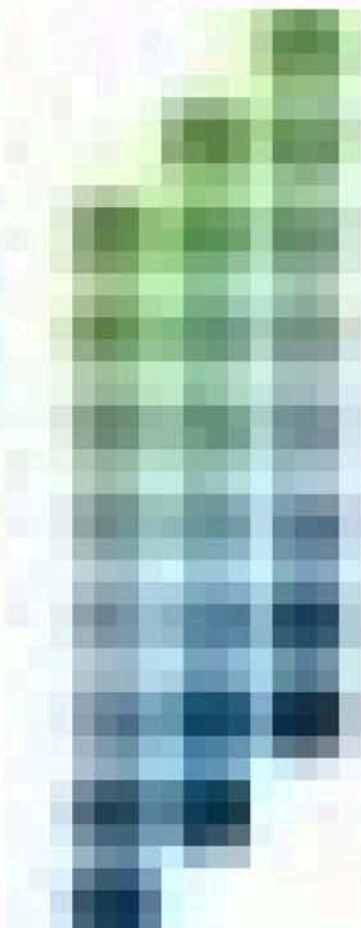
Non-responsive content removed

Non-responsive content removed

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Chairman of the Supervisory Board: Hermann Scholl; Management: Franz Fehrenbach, Siegfried Dais;
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Peter Tyroller; Stefan Asenkerschbaumer, Uwe Raschke, Wolf-Henning Scheider



125



Boosch

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