

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

CC:

Date: 9/14/2010, 6:18:44 PM

Subject: Bosch documents, Part 1

Attachments: [15-09-2010.ppt](#)

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

Please distribute further after review

Best regards / mit freundlichen Grüßen

BeQIK

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From: Non-responsive content removed

To:

CC:

Date: 5/3/2011, 5:03:30 PM

Subject: Re: EU5 for [REDACTED]

We'll do that.

Best regards,

[REDACTED]

From: Non-responsive content removed

Sent: Tuesday, May 03, 2011, 7:06 AM

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Subject: Non-responsive content removed

Importance: High

Good morning colleagues,

[REDACTED] is completely correct in stating that incorrect interpretation of the current country list is possible. For this reason, I will have to withdraw the [REDACTED] approvals in several countries and flag them accordingly. Please notify me immediately as soon as the appropriate AWP pump is available for [REDACTED] engines.

Best regards

From: Non-responsive content removed

Sent: Monday, May 02, 2011, 3:29 PM

To: Non-responsive content removed

Subject: Re: EU5 for [REDACTED]

FYI. I didn't see that you weren't included in the distribution list...

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Sent: Monday, May 02, 2011, 3:27 PM

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Subject: Re: [REDACTED]

Hello [REDACTED]

That is the exact problem. I am aware of such connections, thanks to many meetings with you. But to prevent engines from being approved incorrectly, you have to carve this information in stone.

But for an outsider, without [REDACTED] background, the [REDACTED] engine is approved for [REDACTED] in the diesel list of countries. It doesn't help to write AWP at the end if it says [REDACTED] approved beforehand. This diesel country list mustn't be a collection of desires, but rather has to reflect existing facts. If you demand an AWP for a market and it isn't available for the corresponding engine, then that engine is blocked. But this is just what the list does not indicate. As such, you leave the doors wide open for incorrect approvals. Please don't misunderstand me. I will not approve the engine in a vehicle without your general approval. But because not all the vehicle approvals cross my desk and anyone can interpret the diesel country list differently, this could result in incorrect approvals.

Best regards,

Non-responsive content removed

From: [REDACTED]
Sent: Monday, May 02, 2011, 2:19 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: [REDACTED]

That's simply due to the fact that we don't have an AWP pump in the [REDACTED] engine. If this assembly engine existed, we'd be back together again.

Regards

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Sent: Mon May 02 13:25:41 2011
Subject: Re: [REDACTED]

Hi all,

First of all, thanks for the feedback.

I'm afraid I have a general question for you [REDACTED] people. I see the [REDACTED] country list as an official, binding approval list, since it has been (or at is at least supposed to have been) coordinated with everyone involved. As the example

of [REDACTED] shows, however, discrepancies can occur. According to the [REDACTED] country list, the [REDACTED] market is approved for [REDACTED] engines, although [REDACTED] has made an oral veto.

We have received nothing in writing from [REDACTED] despite a request.

As a result, a project manager without internal [REDACTED] knowledge could look at the [REDACTED] country list and see that [REDACTED] has granted an [REDACTED] approval for [REDACTED]s and, accordingly

grant an approval carelessly.

Please coordinate better in this regard! I am trying to compile all your information as best I can. But you may be shooting yourselves in the foot here.

Best regards,

[REDACTED]

From: [Non-responsive content removed]
Sent: Wednesday, April 27, 2011, 10:41 AM
To: [Non-responsive content removed]
Cc: [REDACTED]
Subject: EU5 for [REDACTED]

Hello [REDACTED]

Over the last four years, the diesel fuel available in [REDACTED] has proven to have a continuous, stable, uncritical quality level. Based on the sulfur content ($S < 50$ ppm), the use of [REDACTED] in this market is possible without problems. In addition, in recent years, good lubricity properties ($HFRR < 460 \mu\text{m}$) in the market were documented in both summer and winter. To date, we have found no signs for any addition of gasoline and/or kerosene to the diesel fuel. We have to ensure that vehicles that are intended for [REDACTED] are not sold to the much more critical neighboring countries

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But it is essential that [REDACTED] make a statement on this.

Best regards

[REDACTED]

[Non-responsive content removed]

[Non-responsive content removed]

[REDACTED]

EA11003EN-01874[3]

From: Non-responsive content removed
Sent: Tuesday, April 26, 2011, 9:08 AM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: Re: EU5

Hello [redacted] colleagues,

Please make a factual statement on the subject. Please coordinate your answer with [redacted] is currently approved [redacted]

Best regards,

[redacted]

From: Non-responsive content removed
Sent: Tuesday, April 26, 2011, 9:02 AM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: Re: EU5

Hello [redacted]

Could you please obtain a plausible explanation as to why the EU5 engines have been blocked in [redacted] (DPF)? The background is that we need to notify our importer accordingly. Particularly since VW Commercial Vehicles still ships EU5 engines to [redacted]. That doesn't make any sense to me!

Please provide feedback.

Regards, [redacted]

From: Non-responsive content removed
Sent: Sunday, April 24, 2011, 7:41 PM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: Re: EU5

Hello [redacted],

As you can see, we need to have an explanation as to why we have blocked the [redacted] for [redacted]

According to my information, Volkswagen Commercial Vehicles still ships [redacted] engines to [redacted]

The importer has to submit a plausible explanation to the dealerships.

Is there any way to get that from our colleagues in Technology.

Best regards,

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From: [Non-responsive content removed](#)

Sent: Thursday, April 21, 2011, 1:53 PM

To: Non-responsive content removed

Cc:

Subject: EU5

Dear [Non-responsive content removed](#)

We have contacted Audi and Skoda in [Non-responsive content removed](#) and found out that ALL the engines that they supply are [Non-responsive content removed](#). In this connection we cannot really understand why the ordering of such engines from VW is not approved. Could you please discuss this matter with your colleagues?

Thank you.

Regards,

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

CC:

Date: 9/16/2010, 10:19:13 PM

Subject: Re: FPQ VW 09/21/2010 HPP failures

Attachments: [FPQ 21-09-10 Hochdruckpumpe v4.ppt](#)

Hi all,
I will not send 30 overheads as a board proposal!!!
Here is my suggestion on 2 overheads. Please provide feedback by 8:00 a.m. tomorrow, then I'll send it out!
Regards

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>
>

> **From:** Non-responsive content removed
> **Sent:** Thursday, September 16, 2010, 6:37 PM
> **To:** Non-responsive content removed
> **Cc:** [Redacted]
> **Subject:** Re: FPQ VW 09/21/2010

>
> ... now with attachment (I had to delete the mail recipients to check – outlook)
> < File: FPQ VW 21.09.2010.ppt >>

> Best regards

> [Redacted]

>

> **From:** Non-responsive content removed
> **Sent:** Thursday, September 16, 2010, 6:11 PM
> **To:** Non-responsive content removed
> **Cc:** [Redacted]
> **Subject:** FPQ VW 09/21/2010

> Hello [Redacted]

> Here is the presentation coordinated between Messrs. [Redacted]

> Please check the documents and send them this evening to:

> [Redacted]

> Please mention that [Redacted] will be a co-presenter at the [Redacted] videoconference (field situation, process improvements).

> And they will report, as discussed, on the design changes to RP1 and RP2.

> Regards
> [Redacted]

From: Non-responsive content removed
To: [REDACTED]
CC:
Date: 9/21/2011 4:24:05 PM
Subject: Status CP4.2 CW38
Attachments: [CP4 2 OnePager v08.pdf](#)

Hello [REDACTED]

Here is the status for coordination/review:

Sincerely,

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AUDI AG

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Domicile/Sitz: Ingolstadt
Court of Registry/Registergericht: Amtsgericht Ingolstadt
Commercial Register No./HRB Nr.: 1
Chairman of the Supervisory Board/Vorsitzender des Aufsichtsrats: Martin Winterkorn
Vorstand/Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael Dick, Frank Dreves, Peter Schwarzenbauer, Thomas Sigi, Axel Strotbek

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From: Non-responsive content removed

To:

CC:

Date: 16/07/2010 14:43:00

Subject: APS technical discussion CP4 robustness package, Bosch-Audi TOP conversation
12/07/2010

Attachments: [1241_V07_EHP4 \[redacted\] Task Force - Robustheitspakete CP4 mit Backup 08-07-2010.ppt](#)
[TOP-Gespräch Bosch-Audi 12.07.10.ppt](#)

Hello,

Please find attached yesterday's documents.

Please name precise APS date in week 36,

but not Monday 06/09/2010 as that is my first day back from holiday!!!

Best wishes,

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EA11003EN-02153[0]

From: Non-responsive content removed**To:****CC:****Date:** 9/14/2010, 4:16:00 PM**Subject:** APS 09/13/10 NEW**Attachments:** [APS 13.09.10.ppt](#)Hello Non-responsive content removed

I've revised the entire set of overheads:

- Pump technology supplemented at the start
- Updated the MOP / MIS data (new version)
- And in particular, added the desired MIS 6 and MIS 18 for additional countries, in accordance with the TOP 10 Non-responsive content removed does not provide MOP/MIS data; whether other exotic countries outside the TOP 10 have higher failure rates is beyond my ability to judge)

We have to watch out during assessment of the MJ10; for this one, we should examine the MOP/MIS charts in detail, due to the extrapolation, before we include the MJ10.

And watch out: The MJ11 has been built since May/June, until the RP2 is deployed in CW45/2010!

Best regards,

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From: Non-responsive content removed

To:

CC:

Date: 9/29/2010, 9:26:00 AM

Subject: Re: Status of HPP performance loss 09/29/2010

Attachments: [Status V6TDI CP4.2.ppt](#)

Hello Non-responsive content removed

I have attached the overheads for [redacted] board level !!!
I helped work on their completion.

Best regards

Non-responsive content removed

AUDI AG

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<http://www.audi.com>

Domicile/Sitz: Ingolstadt

Court of Registry/Registergericht: Amtsgericht Ingolstadt

Commercial Register No./HRB Nr.: 1

Chairman of the Supervisory Board/Vorsitzender des Aufsichtsrats: Martin Winterkorn

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From: Non-responsive content removed

Sent: Wednesday, September 29, 2010, 10:14 AM

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Subject: Re: Status of HPP performance loss 09/29/2010

From: Non-responsive content removed
Sent: Wednesday, September 29, 2010, 10:13 AM
Non-responsive content removed
Subject: Re: Status of HPP performance loss 09/29/2010

Hello Mr. [redacted]
Here is the status.

Regards
Non-responsive content removed

From: Non-responsive content removed
Sent: Wednesday, September 29, 2010, 10:12 AM
Non-responsive content removed
Subject: Status of HPP performance loss 09/29/2010

Sincerely,

Non-responsive content removed

AUDI AG

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Domicile/Sitz: Ingolstadt
Court of Registry/Registergericht: Amtsgericht Ingolstadt
Commercial Register No./HRB Nr.: 1
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From: Non-responsive content removed
To: [Redacted]
CC: [Redacted]
Date: 2/16/2011, 12:02:37 PM
Subject: Diesel high-pressure fuel pumps – Documents for [Redacted]
Attachments: [Diesel-Hochdruckpumpe Vergleich.ppt](#)

Hello Ms. [Redacted]

As discussed with Mr. [Redacted], please find attached the documents for the V6 and R4 Diesel high-pressure fuel pumps (TDI):

>Best regards

>

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AUDI AG

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<http://www.audi.com>

Domicile/Sitz: Ingolstadt

Court of Registry/Registergericht: Amtsgericht Ingolstadt

Commercial Register No./HRB Nr.: 1

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From: Non-responsive content removed

To:

CC:

Date: 3/4/2011, 5:23:00 PM

Subject: Re: CP4.1 drivetrain damage

Attachments: Non-responsive content removed

Hello

I put together a status for you today.
I hope it's suitable.
Have fun with the presentation ;-)

Best regards

Non-responsive content removed

From: Non-responsive content removed

Sent: Thursday, March 03, 2011, 9:39 AM

To: Non-responsive content removed

Subject: RE: CP4.1 drivetrain damage

Hello

See here for the agenda...

< Message: Draft Agenda, Component Day on 03/08/2011 >>

Regards

Zsolt

From: Non-responsive content removed

Sent: Wednesday, March 02, 2011 4:33 PM

To: Non-responsive content removed

Subject: CP4.1 drivetrain damage

Importance: High

Hello

03/08/2001 [typo: likely 2011] is a component day in Gyor, where the FZG plant will be visited.

The above item is slated for that day.

I'm supposed to present a status report on the CP4.1 drivetrain damage (max. 3 pages).

Could you please help me, might you have a brief summary (1, source of fault, main measures with dates, field statistics)?

Thanks in advance!

With best wishes

Non-responsive content removed

Audi Hungaria Motor Kft.

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From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 5/20/2011, 4:50:36 PM
Subject: Re: Documents for "Q circle U.S." / high-pressure fuel pump
Attachments: [QZirkel NAR Präsentation CP4 1 18 05 11 TE final.pdf](#)
[Status V6TDI CP4 2 USA v03.pdf](#)
[Statusbericht Feldausfälle CP4.2 16.05.2011.ppt](#)

For your information.

Warm regards

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[REDACTED]

AUDI AG

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[REDACTED]

Domicile/Sitz: Ingolstadt
Court of Registry/Registergericht: Amtsgericht Ingolstadt
Commercial Register No./HRB Nr.: 1
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auf den Rechtscharakter
der E-Mail zu.

From: Non-responsive content removed
Sent: Wednesday, May 18, 2011, 9:00 PM
To: Non-responsive content removed
Cc: [REDACTED]
Subject: Documents for "Q circle U.S." / high-pressure fuel pump

Dear Non-responsive content removed
[REDACTED]

Please find attached the documents on the subject of the high-pressure fuel pump for tomorrow's meeting of the "Q circle

U.S.", for your information. Mr. [REDACTED] asks that the number of participants be kept low. Therefore, Mr. [REDACTED] from [REDACTED] will now not be attending,

contrary to original planning. The subject of the high-pressure fuel pump will be introduced by
EA11003EN-02162[1]

Mr. Non-responsive content removed in the Q circle.

Status of CP4.1:

Status of CP4.2: (merely intended as backup):

In addition, the latest CP4.2 worldwide failure statistics from Non-responsive content removed (Mr. Non-responsive content removed) are attached for your information.

With best wishes

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74148 Neckarsulm

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Court of Registry/Registergericht: Amtsgericht Ingolstadt

Commercial Register No./HRB Nr.: 1

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