

From: Non-responsive content removed
To: [REDACTED]
CC:
Date: 9/21/2010, 3:22:32 PM
Subject: Subject: Teleconference on the topic "HPP failure V6 TDI in USA"
Attachments:

For your information

Non-responsive content removed

AUDI AG

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74148 Neckarsulm

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From: Non-responsive content removed

Sent: Tuesday, September 21, 2010, 4:05 PM

Non-responsive content removed

Subject: Subject: Teleconference on the topic "HPP failure V6 TDI in USA"
Importance: High

FYI

From: Non-responsive content removed

Sent: Tuesday, September 21, 2010, 3:33 PM

Non-responsive content removed

Subject: Re: Teleconference on the topic "HPP failure V6 TDI in USA"
Importance: High

Hello everyone,

As a result of the teleconference, VW views the attempt in [REDACTED] and USA with Gen1 and without AWP2 in the VW526 as extremely critical and calls for an additional broad verification and speedy implementation with Gen1. [REDACTED] intends to give [REDACTED] a negative recommendation for the market launch, and accordingly has stopped further delivery ex BA with the attached email.

The analysis of the affected vehicle is open. Both the tank (fuel quality) and the chips are open. This week, [REDACTED] intends to bring along the samples E. The complete LP area (incl. tank) in the vehicle shall be

affected.

VW requires a summary of the information for the failures to date and for the AWP2 implementation. Furthermore, a changeover scenario of built vehicles is being tested. If possible, the USA endurance run should be converted to AWP2. Under inspection by [REDACTED]

The fact that a Q7 with 1st generation in USA is without AWP2 in series, did not change anything in the decision making.

With best regards

Best regards

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74148 Neckarsulm

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

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From: Non-responsive content removed

Sent: Tuesday, September 21, 2010, 9:53 AM

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Subject: Teleconference on the topic "HPP failure V6 TDI in USA"

time: Tuesday, September 21, 2010 2:30-3:30 PM (GMT+01:00) Amsterdam, Berlin, Bern, Rome, Stockholm, Vienna.

Location: Telcon dial-in

Hello,

A HPP failure (059 130 755 BC) has occurred within the framework of MAF-USA. The next steps for this complaint should be clarified in this teleconference. The complaint shall become part of the focus list.

< File: SWP VW526__BD174-0S Liegenbleiber.pdf >>

Request for participation or delegation of a significant representative.

Dial-in data:

internal: 640111 or external: +49 53619 640111

PIN: 234574#

Dial the internal access number: 640111 or external: +49 53619 640111 and follow the instructions. Enter the access PIN 234574 after the prompt and confirm the entry with # key. If your conference call is unexpectedly disconnected, you can repeat the dial-in and join in the conference with the PIN entry 234574#.

Best regards

Non-responsive content removed

Volkswagen Aktiengesellschaft

Non-responsive content removed

D-38436 Wolfsburg

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www.volkswagen.de

Volkswagen Aktiengesellschaft

Domicile: Wolfsburg

Court of Registry: Local District Court Braunschweig

Commercial Register no.: 100484

Chairman of the Supervisory Board: Ferdinand Piëch

Executive Board: Martin Winterkorn (Chairman), Francisco J. Garcia Sanz, Jochem Heizmann, Horst Neumann, Hans Dieter Pötsch

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From: Non-responsive content removed

To:

CC:

Date: 9/21/2010, 2:21:13 PM

Subject: Breakdown verification run V6TDI Gen II BIN5

Hello

In the past few days, we had to diagnose two breakdowns V6 TDI Touareg BIN 5 with seized high-pressure fuel pumps.

Based on the results of the recent telephone conference and the resulting consequences, I request immediate suspension of delivery of the Touareg successor vehicles USA BIN5 3.0ltr V6TDI.

The situation shall improve only with a new anti-wear package 2 in WK 45/10.

Unfortunately, this package has not yet been sufficiently secured in vehicles in USA, in (affected markets).

In this regard, we shall have a plan ready by Friday.

Best regards

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From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 9/12/2008, 1:51:28 PM
Subject: Re: CP4.1 vs. CP4.2, striking features in the fuel

Hello Mr. [REDACTED]

I'm skeptic about your statements on 1).

Is it really like that?

Is it for instance the first-filled fuel delivered from Heide for the plant in [REDACTED] have a hard time believing that.

As for the subject of counting points, I was thinking more of a European framework [REDACTED]

The first filling specification also applies particularly well for [REDACTED]

Our experiences according to the work with [REDACTED]:

I doubt very much if the above mentioned first filling specifications are met 100 % in the individual plants in rather remote locations.

As a result of the problems of [REDACTED] (in 1998), it is a fact that in [REDACTED] the initial-filled diesel fuel comes from Heide.

Furthermore, the question about the quality control of the fuels used has not been answered.

We buy all fuels according to specification from independently tested suppliers with a certificate of conformity.

There has been no routine monitoring of the receipt of purchase parts (= operating supplies)

since 1990 anywhere. Specific tests are only conducted if necessary.

Best regards

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From: Non-responsive content removed

Sent: Friday, September 12, 2008, 11:56 AM

To: Non-responsive content removed

Subject: Re: CP4.1 vs. CP4.2, striking features in the fuel

Dear Sir,

1.) the initial fuelling of the vehicle
in the entire VW-group uses the same fuel quality, from the same manufacturer, delivered from the same refinery Initial
fuelling DK TL 788 X Non-responsive content removed
The quality specifications according to TL 788 X:
All-season suitable for winter use, no biogenic additives permitted, HFRR < 400 µm

2.) Different for the engine inlet in the factories building engines, these factories use **a local**, commercially available diesel
fuel according to TL 788 C, however, with the quality specifications according to TL 788 C: HFRR < 400 µm If there are
different manufacturing sites, one can imagine that there are different diesel fuels **in the context of EN 590** e.g. with or
without FAME.

Best regards

Non-responsive content removed

From: Non-responsive content removed
Sent: Thursday, September 04, 2008, 3:57 PM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: Re: CP4.1 vs. CP4.2, striking features in the fuel

Hi all,

4- and 6-cylinder engines run on different lines and are filled at these lines.

The respective vehicle types run over the same line in the vehicle plants, regardless if it involves 4- or 6-cylinder vehicles.

Non-responsive content removed could you please answer the question about the quality control.

Best regards

Non-responsive content removed

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From: Non-responsive content removed
Sent: Thursday, September 04, 2008, 1:58 PM
To: Non-responsive content removed
Subject: CP4.1 vs. CP4.2, striking features in the fuel

Hello Mr. Non-responsive content removed

the 4-cylinder engines/vehicles run on the same line as the 6-cylinder ones. Engines/vehicles are manufactured and filled with fuel, respectively, or are all of these connected to a collector tank?

Are the fuels, which the engines/vehicles are filled with, subjected to a quality control by you?

Do you know of any striking features?

Thank you.

Best regards

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GERMANY
www.bosch.com

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

From: Non-responsive content removed

To:

CC:

Date: 12/2/2008, 12:47:00 PM

Subject: Wrong fueling of petrol in diesel

Attachments: [EHC 511](#) [CP4 FG Audi Benzin im Diesel 25-11-2008.ppt](#)

Hello [redacted], hello [redacted]

I think that we should not be as restrictive in case of a wrong fueling of the customer, and we should always immediately change the pump and, if applicable, the entire system when I use the positive result of the 50th: 50 trial over a 50-hour period of full load (= 5,000 km at 100 km/h).
I think that testing the metering unit (screen) is a good indicator.
or?

>With best regards

>

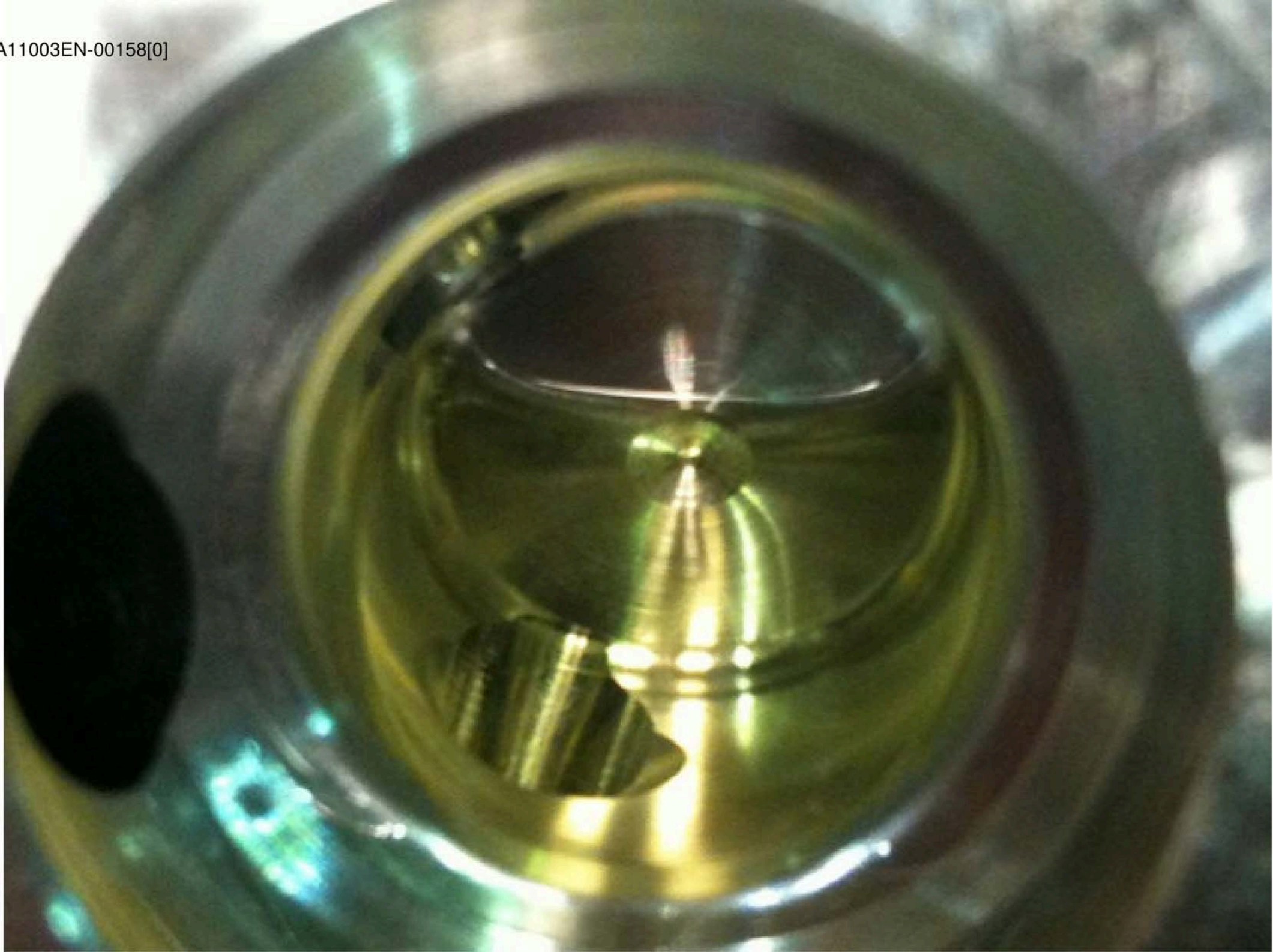
Non-responsive content removed

AUDI AG

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85045 Ingolstadt

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

CC: [REDACTED]

Date: 10/27/2010, 3:30:21 PM
Subject: Top Meeting Documents
Attachments: [1436_V03_EHP4](#) [REDACTED] [RB - Audi Top Gespräch 28-10-2010, 27-10-2010.ppt](#)

Hello,

Attached is the agreed set of slides.

Best regards

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Bernd Bohr, Rudolf Colm, Volkmär Denner, Wolfgang Malchow, Peter Marks,
Peter Tyroller; Stefan Asenkerschbaumer, Uwe Raschke, Wolf-Henning Scheider

From: Non-responsive content removed
Sent: Wednesday, October 27, 2010, 2:11 PM
To: Non-responsive content removed
Cc: [REDACTED]
Subject: Top Meeting documents for consultation

< File: 1436_V02_EHP4_ [REDACTED] Top Gespräch.pdf >>

Best regards

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Bernd Bohr, Rudolf Colm, Volkmär Denner, Wolfgang Malchow, Peter Marks,
Peter Tyroller; Stefan Asenkerschbaumer, Uwe Raschke, Wolf-Henning Scheider

From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 3/22/2011, 6:16:55 PM
Subject: Alternative root-cause sheet
Attachments: [Qualität Bosch.ppt](#)

Hi all,

for review tomorrow, we now have an alternative root-cause sheet in "raw form".

I'll finalize the design by tomorrow.

Best regards

> Non-responsive content removed
> [REDACTED]
> [REDACTED]
> [REDACTED]
> [REDACTED]

> AUDI AG

> [REDACTED]

> 74148 Neckarsulm

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> [REDACTED]

> <http://www.audi.com>

>

>

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From: Non-responsive content removed

To:

CC:

Date: 6/16/2011, 4:44:58 PM

Subject: Filteranalytik_USA.xlsx

Attachments: [Filteranalytik_USA.xlsx](#)

Hello,

Recently, the fuel filter from the US were analyzed by SGS using ICP. For the analysis results, please refer to the appendix.

The idea behind the analysis carried out so far was to demonstrate typical problems (e.g. wrong fueling with petrol).

Should we proceed further with this analysis according to your view, or is it not productive? What alternative methods can you suggest that we could use for further testing?

Best regards

Non-responsive content removed



Automobil-Prüftechnik GmbH

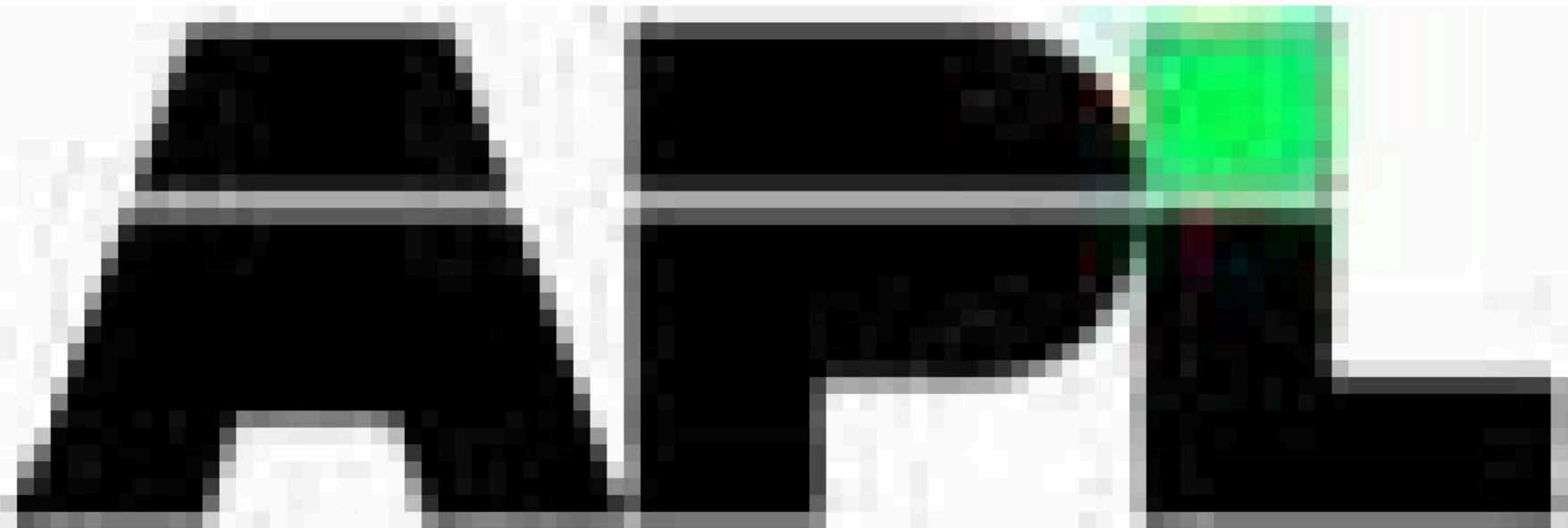
Wolfsburg/Ehmen Office

Kohlland 8

38442 Wolfsburg/Ehmen

Internet: <<<http://www.apl-landau.de/>>>

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From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 10/7/2010, 2:42:28 PM
Subject: Subject: Update initial filling and EFT for V6 TDI EU5 engines with CP4.2
Attachments: [8810075d_Wo Audi V6 TDI EU5 CO2 - Erstinbetriebnahme CP4-2 und Kalttest im Motorenwerk \[REDACTED\].pdf](#)

Hello [REDACTED]

The initial commissioning indications still apply here for W19 EU5 gen. 1 with 2 bar LPF.

Best regards

[REDACTED]

Robert Bosch GmbH
Diesel Systems, Common Rail Passenger Cars

[REDACTED]

Postfach 30 02 20
70442 Stuttgart
GERMANY

[REDACTED]

[REDACTED]

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Siegfried Dais;
Bernd Bohr, Rudolf Colm, Volkmar Denner, Wolfgang Malchow, Peter Marks,
Peter Tyroller; Stefan Asenkerschbaumer, Uwe Raschke, Wolf-Henning Scheider

From: [REDACTED]

Sent: Tuesday, January 29, 2008, 5:24 PM

[REDACTED]

Hello,

with this mail you will receive an update on the start-up instructions for EU5 engines with CP4.2 and EFP system for initial filling and EFT in the engine plant in Győr.

I request you to distribute the set of slides, while ensuring that existing sets of slides (7830213d_Wo from 03.08.2007 and 7870730d_Wo from 07.19.2007) are

no longer used.

The change compared to the previous set of slides is the supplementation of the start-up by a maximum allowable negative CP4 engine speed gradient (reduction in engine speed).

This will not fall below the minimum limit according to the measurement plot recorded during the launch of the V6 engine;

therefore, no action is required and it deals only with updating the commissioning documents to the current state of component development.

Best regards

Non-responsive content removed

Robert Bosch GmbH
Diesel systems
Common Rail Passenger Cars

Non-responsive content removed

PO box 30 02 20
70442 Stuttgart
GERMANY

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Board of 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:

CC:

Date: 01.29.2008 05:24:23 PM

Subject: Update initial filling and EFT for V6 TDI EU5 engines with CP4.2

Attachments: [8810075d_Wo Audi V6 TDI EU5 CO2 - Erstinbetriebnahme CP4-2 und Kalttest im](#)
Non-responsive content removed [.pdf](#)

Hello,

with this mail you will receive an update on the start-up instructions for EU5 engines with CP4.2 and EFP system for initial filling and EFT in the Non-responsive content removed

<<8810075d_Wo Audi V6 TDI EU5 CO2 - Erstinbetriebnahme CP4-2 und Kalttest im Non-responsive content removed .pdf>>

I request you to distribute the set of slides, while ensuring that existing sets of slides (7830213d_Wo from 03.08.2007 and 7870730d_Wo from 07.19.2007) are not used anymore.

The change compared to the previous set of slides is the supplementation of the start-up by a maximum allowable negative CP4 engine speed gradient (reduction in engine speed).

This will not fall below the minimum limit according to the measurement plot recorded during the launch of the V6 engine; no action is required and it deals only with updating the start-up documents to the current state of component development.

Best regards

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Robert Bosch GmbH
Diesel systems

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7442 Stuttgart
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Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart Commercial Register no. 14000
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Wolfgang Chur, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow
Peter Marks, Volkmar Denner, Peter Tyroller

From: Non-responsive content removed
To: [redacted]
CC: [redacted]
Date: 1/14/2009, 5:41:00 PM
Subject: Re: 10 failures CP4.1 on CP7 in [redacted]
Attachments: [FW Vorbefüllzeiten 2.0l TDI, Problemsuche wg. erhöhten Anzahl Ausfälle HDP 10.08-12.08 in \[redacted\].msg](#)

Tomorrow, there will be a meeting with the colleagues from Treimetten and Hamm.

>With best regards

>

Non-responsive content removed

>

>From: Non-responsive content removed
>Sent: Tuesday, January 13, 2009, 1:52 PM
>To: Non-responsive content removed
>Subject: RE: 10 failures CP4.1 on CP7 in IN

>

>Hello Non-responsive content removed

>

>Which approach will be adopted regarding the review of inlet conditions in [redacted] and the cold and hot tests in [redacted]

>Can I help you in any way?

>Please keep me posted!

>Thank you

>

>Non-responsive content removed
>[redacted]
>[redacted]
>[redacted]
>[redacted]
>[redacted]

>AUDI HUNGARIA MOTOR Kft.
>9027 Győr, Kard>on and 1.

>Non-responsive content removed
>[redacted]
>[redacted]
>[redacted]
>[redacted]
>[redacted]

>

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>

>From: Non-responsive content removed
>Sent: Friday, December 12, 2008 12:30 PM

Non-responsive content removed
[redacted]

>Subject: 10 failures CP4.1 on CP7 in [redacted]

>
>Hello Non-responsive content removed
>
>Since 14 October, we have 10 failures in high-pressure diesel pumps CP4.1 (2.0 I R4-CR) on CP7 (All 10 x - see table!)
>There are currently no other failures on CP7 worldwide.
>We will clarify no later than Monday as to which relate to CP4 drivetrain damage and which do not, i.e. which of them may have a "start-up problem".
> << File: HD-Pumpe niO (Stk ppm)december.xls >>
>As priority 1, I see the review of the inlet conditions in , then we repeat the analysis in on cold and hot test.
>Could you please check for the last 10 cases in the list, whether there were any errors or rework, except the repair on the CP4?
>Was the inlet regulation (verifiable) met?

>
Non-responsive content removed Can you and through your partners from the Planning help me to determine the first starting times?

>
Non-responsive content removed, please send the current "inlet regulation" for the vehicle line to those in the distribution list once again, is the "1 minute pre-filling time" still valid at your place? (Wherein, other plants do not have any problem with it).

>Our specification for V6 TDI is "filling time of 4 minutes!"
> == > The goal is to also increase R4-CR without incurring any costs, if no inlet faults are detected.

>
>
>With best regards

>
>Non-responsive content removed
>oved

>
>AUDI AG

>Non-responsive content removed
>85045 Ingolstadt

>Non-responsive content removed
>oved

=====
>
>-----Original message-----

From: Non-responsive content removed

>Sent: Friday, December 12, 2008, 10:56 AM

>Non-responsive content removed

>Subject: New HPP failure

>
> Dear Sir,

>
>Yesterday, another HPP failed in Non-responsive content removed

>
>CAH 021414

>QTS: IN: 3233204, AHM: 3233344

>
>Kind regards,

>

> Non-responsive content removed

>

>

>

>

> AUDI HUNGARIA MOTOR Kft.

> 9027 Győr, Kardán u. 1.

> Non-responsive content removed

> d

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>

>

>

> -----Original Message-----

> From: Non-responsive content removed

> Sent: Friday, December 12, 2008 10:42 AM

> To: Non-responsive content removed

> Cc: Non-responsive content removed

> Subject: Old HP fuel pump not OK (piece ppm) December

>

> Hello everyone!

>

> Please find attached the updated table for HP pump CP7.

>

> Üdv

>

>

EA11003EN-00000101

From: [Redacted]
To: [Redacted]

CC: [Redacted]
Date: 01.14.2009 17:37:00

Subject: Subject: Pre-filling times 2.0l TDI, Troubleshooting due to increased number of HFPF failures 08.10-08.12 in [Redacted]

Attachments: [HD-Pumpe niO \[Redacted\].ZP7.xls](#)

Time: Tuesday, January 15, 2009 13:30-14:30 (GMT+01:00) [Redacted]

Location: Office [Redacted]

~~*~*~*~*~*~*~*~*

Hello [Redacted]

Can someone participate in the meeting on 01.15.09, 13:30 hours?
In recent times, we have had only in IN, and that too only with R4, TDI failures with drivetrain damage on high-pressure fuel pumps (7-8 cases in about 2-3 weeks).
We need to know, whether the pre-filling was OK and whether we could possibly increase the pre-filling time from 1 minute with R4 TDI without cycle time losses (similar for V6 TDI).

Thank you.

>With best regards

>
>Non-responsive content removed

AUDI AG
[Redacted]
85045 Ingolstadt
Non-responsive content removed

>
>From: [Redacted]
>Sent: Thursday, December 18, 2008 3:23 PM >To: [Redacted]

>Subject: Pre-filling times 2.0l TDI, Troubleshooting due to increased number of HFPF failures 08.10-08.12 in [Redacted]
>Time: Tuesday, January 15, 2009 13:30-14:30 (GMT+01:00) [Redacted]
>Location: [Redacted]

>Hi all,
>
>Due to the problems of failed HFPF TDI since October, particularly in [Redacted], we should jointly try to analyze the causes.

>[Redacted]: I think, we can answer open questions during this meeting.

>With best regards
>
>Non-responsive content removed

>AUDI AG
>[Redacted]
>85045 Ingolstadt
>Non-responsive content removed

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>
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From: Non-responsive content removed
To:
CC:

Date: 1/30/2009, 12:51:22 PM
Subject: Subject: R4 2.0 TDI in the A4_engine does not start_SF breakdown
Attachments: [Neueste Ausfall-Liste Stand 27.01.2009.msg](#)

Non-responsive content removed

Hello Non-responsive content removed

This is a process issue. Request for a review of the ventilation steps in the Neckarsulm segments B / C and feedback to the distributor.

Thank you.

Best regards

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Audi AG

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D-74148 Neckarsulm

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>

From: Non-responsive content removed

>Sent: Friday, January 30, 2009, 11:44 AM

Non-responsive content removed

>Subject: R4 2.0 TDI in the A4_engine does not start_SF breakdown

>

>Hello Non-responsive content removed

>

>Have you been able to check whether the ventilation steps (Bosch instructions page 9) are observed in the vehicle sector?

>We know from the TT production that step 2 is not performed there. That is, the high-pressure range is not vented after venting the low-pressure range, but the engine is simply started,

>wherein the following is included in the Bosch instruction for step 1: The high-pressure range is only conditionally vented, depending on the tolerance position of the intake/HP valves.)

>That is, despite the venting of the HP range in [REDACTED], the implementation of step1 in the vehicle plant may lead air back into the HP range!

>Please provide feedback!

>

>Thank you

>

[REDACTED]

>

>From: Non-responsive content removed

>Sent: Wednesday, January 28, 2009 10:58 AM

Non-responsive content removed

>Subject:

>

>Hello Non-responsive content removed

>

>

>Occurrence of fault is known both in CP7 as well as on-field since the start-up.>

>The topic will be coordinated by [REDACTED] in [REDACTED] he is constantly in contact with Bosch.

>

>Please find enclosed the current statuses of Bosch or a list of previously known failures.

>

>According to my knowledge, there is currently no test method with which these faults may be found with certainty.

>

>

>

>

>It is important that the venting procedure and the first start-up conditions are implemented in any case in compliance with the conditions specified by Bosch, even if the fuel circuit is disrupted in the vehicle or problems occur during fuel filling.

>

>In this regard, read the proposal of [REDACTED]

>We will retest the process chain in cooperation with Bosch from the cold test of [REDACTED] through the hot test up to first start-up in [REDACTED] and [REDACTED] (the basis should be the tests from spring of last year).

>Requirement is the support and co-preparation by [redacted] and [redacted] in [redacted] and [redacted] and [redacted] (or the concerned dept.) in the plants.

> Bosch regulation:

>(Page 14 Ventilation steps 1 and 2)

>Please don't hesitate to contact me if you have any further queries.

>Best wishes,

>Non-responsive content removed

>AUDI HUNGARIA MOTOR Kft.

>9027 Győr, Kard>án and 1.

>Non-responsive content removed

>From: [redacted]

>Sent: Tuesday, 27 January, 2009 2:43 PM

>To: [redacted]

>Subject: Subject: Breakdown - B8 engine does not start.

>With best regards

>Non-responsive content removed

>AUDI AG

>Non-responsive content removed

>74148 Neckarsulm

>Non-responsive content removed

><http://www.audi.com>

>Domicile: Ingolstadt

>Court of Registry: Local District Court Ingolstadt

>Commercial Register No.: 1

>Chairman of the Supervisory Board: Martin Winterkorn

>Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael Dick, Frank Dreves, Peter Schwarzenbauer, Axel Strotbek, Werner Widuckel

>

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>

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

CC: [REDACTED]

Date: 01.27.2009 16:50:45

Subject: [REDACTED]

Attachments: [REDACTED] [Liste Triebwerkschäden CP4 27.01.09.xls](#)

Hi all,

Further increases in CP7 failures B8 and now also A6, but only in [REDACTED], i.e. an [REDACTED]-typical phenomenon is eliminated, the A6-R4 failure needs to be investigated.

In my opinion, "the increased internal failures of Bosch would have reached as far as Audi until the end of last year".

According to the clarification of the process chain at the line in 2008, neither the filling procedure before first start-up in [REDACTED] nor the ventilation method has changed at the end in [REDACTED].

My proposal to Bosch:

We will retest the process chain in cooperation with Bosch from the cold test of [REDACTED] through the hot test up to first start-up in [REDACTED] and [REDACTED] (the basis should be the tests from spring of last year).

Requirement is the support and co-preparation by [REDACTED] and [REDACTED] in [REDACTED] and [REDACTED] and N/GQ-533 (or the concerned. dept.) in the plants.

Other on-field failures, especially in Touareg ([REDACTED] and even [REDACTED] - see engine map "CoD per 1000").

Three on-field failures once again in Jetta [REDACTED]!

The Q7 [REDACTED] does not show any drivetrain damage.

Almost no failures up to date of manufacture WK 20 / May 2008, except (see engine map

EA11003EN-00208[1]

Effectiveness of actions):

1 x A4 R4-TDI Non-responsive content

1 x Q7 V6-TDI removed

1 x Q7 V6-TDI

1 x A5 V6 TDI

7 x CP7

2-3 x CP7 Non-responsive content removed

>With best regards

>

Non-responsive content removed

AUDI AG

Non-responsive content removed

85045 Ingolstadt

Non-responsive content removed

>

From: Non-responsive content removed

>Sent: Tuesday, January 20, 2009, 6:31 PM

Non-responsive content removed

>Subject: Re: Latest list of failures as of 01.20.2009

>

>Hi all,

>

>Find attached the latest list of failures.>

>Several VW pumps (messages) have been added to it over the holidays, also EG

Failure 162,000 km.

>

>I redid the sorting (pump type, country, vehicle identification no.), so that the pumps are easier to find.

>I had to update the various tables and graphics as well.

>

>The measures effective from date of manufacture May 8 is further confirmed; some individual on-field cases (low mileage), but especially CP7 IN failures in IV / 2008 are available.

>

>Non-responsive content removed process further as discussed and consider in Friday's weekly report.

>

>< File: Non-responsive content removed _ Liste Triebwerkschäden CP4 20.01.09.xls >>

>

>

>With best regards

>

>

Non-responsive content removed

From: Non-responsive content removed
To:



CC:
Date: 8/12/2010, 5:23:54 AM
Subject:
Attachments: [Protokoll- \[redacted\] o Stand 2010-08-12.doc](#)
[2.7 TDI Worksheet KW32.xls](#)

Colleagues,

Please find attached the updated minutes of today's teleconference.
You will also find the start times in the attachment.

Kind regards,

Non-responsive content removed

From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 1/12/2010, 4:03:00 PM
Subject: Re: Review 2009
Attachments: [13.Wochenbericht Kolbenfresser .msg](#)

Hello [REDACTED]

that is my last status; a new status should arrive on 01.15.10.
Please ask for it from Bosch once again, so that you receive it on time.
Specific measures were about 7 pieces at Bosch, but this slide is missing in the status report,
please ask Bosch.

>With best regards

>
> [REDACTED]

> _____

>>From: [REDACTED]
>>Sent: Tuesday, January 12, 2010, 1:51 PM
>>To: [REDACTED]
>>Cc: [REDACTED]
>>Subject: Review 2009

>>
>>Hello [REDACTED]

>>
>>We will review 2009 on Thursday. During preparation, I noticed that proper completion of the
piston seizure matter is still pending.
>>Do you have an overview of the actually implemented measures that bring about the current
failsafe state? A final status?

>>
>>Regards
>> [REDACTED]

From: Non-responsive content removed
To:

CC:

Date: 12.09.2009 09:29:11

Subject: 13th weekly report on "piston seizure"

Attachments: [Ishikawa_08.12.2009.pdf](#)
[Maßnahmenliste Mikrosa Ishikawa_08.12.2009.pdf](#)
[Roll Out Lessons learned Stand 23.10.2009.pdf](#)
[Schwingungsanalyse Zusammenfassung 08_12_09.pdf](#)
[Wiederfreigabe FeP Pumpenkolben.pdf](#)
[4VW280.pdf](#)

Dear Sir/Madam,

Please find attached the updated weekly report on "piston seizure".
The changes and new information are marked with a blue font.
Please excuse me for the delay in sending.

- 1) Ishikawa :
- 2) The measures package by Mikrosa Ishikawa:
- 3) Roll-out Lessons Learned, vibration analysis - summary and re-approval of Feuerbach plant pump piston:
- 4) New 0-km complaint with fault pattern: Cylinder head of piston seized

Pump 03L 130 755 J (0 445 010 520)

Date of manufacture: 09.30.2009

No roundness fault

Analysis of the cylinder head or piston is in progress

Date of next update: **1/15/2010**

I wish you a merry Christmas and New Year.

EA11003EN-00225[1]

Best regards

Non-responsive content removed

Robert Bosch GmbH

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70442 Stuttgart

GERMANY

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Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart Commercial Register no. 14000
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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: 6/30/2011, 10:43:33 AM
Subject: QA Statement_Pump piston damage
Attachments: [03L..755 755A Tab Beanst Pumpenkolben.xls](#)

Hello [REDACTED]

Please find attached, as discussed in the PG, the evaluation of pump piston damage.

There are failures in this case.

So, it must be checked carefully whether it makes sense to omit the coating.

From QA perspective, I am strictly against it.

For Bosch, this is obviously very lucrative in terms of the warranty costs.

If we face damage, Bosch need not be liable for it anymore.

And one thing is certain, low-quality fuel will be increasingly occurring in the world!

Regards

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Volkswagen Aktiengesellschaft

Non-responsive content removed

D-38231 Salzgitter

Non-responsive content removed

Volkswagen Aktiengesellschaft

Domicile: Wolfsburg

Court of Registry: Local District Court Braunschweig

Commercial Register no.: 100484

Chairman of the Supervisory Board: Ferdinand K. Piëch Board of Management: Martin Winterkorn (Chairman),

Francisco J. Garcia Sanz, Jochem Heizmann, Christian Klingler, Michael Macht, Horst Neumann, Hans Dieter Pötsch, Rupert Stadler

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From: Non-responsive content removed
To:

CC:

Date: 8/5/2011, 10:31:29 AM

Subject: Slides in the CP4 expert meeting

Attachments: [1918_EHC1 \[REDACTED\] Drehschw inungsmessungen am W19 Motor 03-08-2011_V01.pdf](#)
[1919_EHC1 \[REDACTED\] BOCLE Test. 03-08-2011.pdf](#)

Non-responsive content removed
[Analyseergebnis.pdf](#)

Hello,

After repeated request, I am sending to you my slides presented in the CP4 expert meeting in advance.

- 1) Torsional vibrations
- 2) SL-BOCLE Test
- 3 4) Best regards

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Stefan Asenkerschbaumer, Bernd Bohr, Rudolf Colm, Volkmar Denner, Wolfgang Malchow, Peter Marks, Uwe Raschke, Wolf -
Henning Scheider, Peter Tyroller

Lubricity of diesel fuels

SL-BOCLE Test

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The lubricity of diesel fuels

104 1931

Lubricity test methods

- The lubricity of diesel fuels is determined indirectly by two standardized methods
 - HFRR (**H**igh **F**requency **R**eciprocating **R**ig), ISO 12156, ASTM D6079
 - SL-BOCLE (**S**cuffing **L**oad **B**OCLE), ASTM D6078

- High HFRR value means poor lubricity

- High SL BOCLE value means high adhesion protection

- Fuel with high HFRR & high SL BOCLE value leads to failure due to wear.

- Fuel with low HFRR & low SL BOCLE value leads to failure due to adhesion.

The lubricity of diesel fuels

104 1931

Important property of fuel - lubricity

lubricity of fuel is a characteristic that can be assessed only by its effect
(not directly as density, viscosity etc.)

→ 3 main standards exist

for **diesel** fuels

HFRR test

(High Frequency Reciprocating Rig)
ISO 12156, ASTM D6079



SL-BOCLE test

(Scuffing Load BOCLE)
ASTM D6078

for **jet** fuels

BOCLE test

(Ball On Cylinder Lubricity Evaluator)
ASTM D5001



Diesel systems

3

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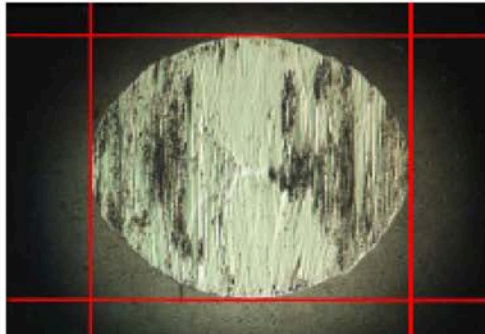
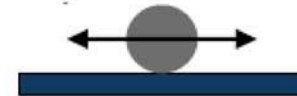
The lubricity of diesel fuels

104 1931

Important properties of fuel

lubricity – HFRR test

- **HFRR is specified in most Diesel fuel standards (460µm respectively 520µm)**
- test setup is a reciprocating (1mm stroke, 50Hz) ball on a plate (75min, 60°C)
- the tribological contact is lubricated by the fuel
- lubricity is assessed by the wear scar diameter of the ball in [µm]
(high HFRR value -> high wear -> low lubricity)
- does not work with high volatile fuels (open system, fuel would evaporate)



microscopic view of the worn ball



source: PCS instruments

source: PCS instruments

Diesel systems

4

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The lubricity of diesel fuels

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Important properties of fuel

lubricity – SL-BOCLE test

- **SL-BOCLE is currently not included in any Diesel fuel standard**
- test setup is a ball on a rotating (525rpm) cylinder (25°C, 50% rh)
- the tribological contact is lubricated by the fuel
- seizure is detected by continuously evaluated friction coefficient
- seizure load is assessed by weight placed on ball in [g]
(high SL-BOCLE value -> high seizure load -> good seizure protection)



batch of weights for regulating seizure load



source: PCS instruments
source: PCS instruments

Diesel systems

5

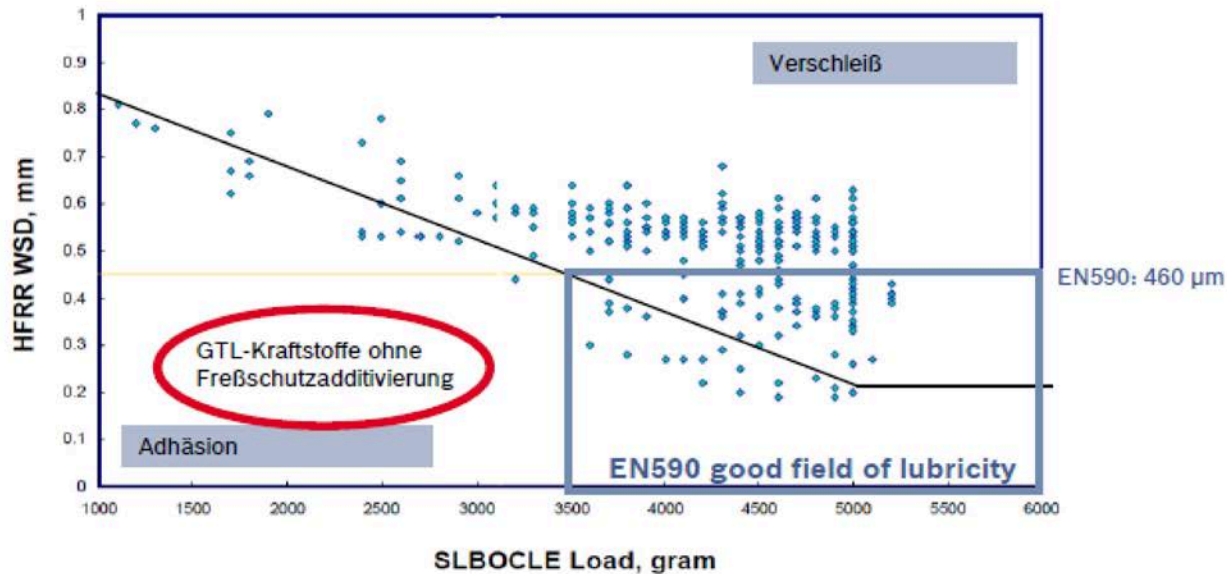
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BOSCH

The lubricity of diesel fuels

104 1931

2-dimensional field of lubricity, field fuels



Wear

GTL fuels without anti-seizure additives

Adhesion

EN590 good field of lubricity

EN590 460 µm

HfRR WSD, m

SLBOCLE Load, gram

Diesel Systems

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BOSCH

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

CC:

Date: 6/16/2011, 8:30:00 AM

Subject: FW: Overheads for Management Board meeting for CP4.2

Attachments: [Status CP4.2 KW24 01.pdf](#)
[Agenda Vorstandstermin zur CP4.2.pdf](#)

Hello Mr. [REDACTED] hello [REDACTED]

Here is the final (I hope) version for the [REDACTED] meeting.
Please do not distribute further! (request from [REDACTED])
It differs widely from Mr. [REDACTED] draft from yesterday, which means I have to describe
the field situation in more detail after all.

Best regards

Non-responsive content removed

From: Non-responsive content removed
Sent: Wednesday, June 15, 2011, 8:06 PM
To: Non-responsive content removed
Cc: [REDACTED]
Subject: Overheads for Management Board meeting for CP4.2

Dear Mr. [REDACTED]

Please find attached the agenda and overheads for the Management Board meeting on the HP pump on
06/21/2011.

Sincerely,

Non-responsive content removed

<http://www.audi.com>

Domicile/Sitz: Ingolstadt

Court of Registry/Registergericht: Local district Court 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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Rechtscharakter der E-Mail für AUDI AG.

Agenda: Management Board Meeting on Bosch HP Pump 6/21/2011

- ▶ Field Situation CP4.2
- ▶ Further measures to increase CP4.2 robustness
 - ▶ Overview of measure packages
 - ▶ Development level
- ▶ Approval of RdW markets by Bosch

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Bosch Mr. Non-responsive content removed
Bosch Mr. ed

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

CC:
Date: 10/19/2009, 4:16:00 PM
Subject: In advance from [REDACTED] Overheads for Q conference
Attachments:

... In advance from [REDACTED] for agenda item Q reliability on 10/27/09
I think we should wait to distribute it further until after the technical meeting on Wednesday, 10/21.

Best regards

From: Non-responsive content removed
Sent: Monday, October 19, 2009, 3:36 PM
To: Non-responsive content removed
Subject: Overheads for Q conference

Here is my suggestion for the anti-wear package for CP4
I hope you can see that we aren't just thinking about water
Aside from minor changes that could come from [REDACTED] the overheads have been approved
We do not plan to shift the subject to Audi; we are interested in improving and supporting Audi
in selling their vehicles successfully, including RoW

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH
Non-responsive content removed

70442 Stuttgart
GERMANY
www.bosch.com

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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: Monday, October 19, 2009, 1:57 PM

Non-responsive content removed

Subject: Re: 3.0L TDI High Pressure Pump

The attachment was in the mail.

I don't mean gasoline to diesel; [quite simply](#) : correlation within diesel (visco to HFRR); please involve an expert if you aren't one.

Is the subject of water in diesel now subject no. 1 for the CP4?

Wouldn't we have to have found water in it by now after all the samples?

The water doesn't always behave and stay on the tank floor; it also causes damage to the pump.

I am well aware that when I have a workshop failure (vehicle breakdown), that the water will be primarily on the tank floor (recommendation to CS: pump with vehicle EFP and capture it again afterwards).

[I wish to once again state](#): when the CP4 is damaged by a little bit of water that we do not find, during sampling, then the pump is simply unsuitable for the overall market.

And we would have to find dissolved water, even if it "is divided into tiny molecules by the EFP.

[I repeat](#): We use water separators in the U.S. and [REDACTED] but that hasn't saved us from damage there yet.

But we probably have the wrong filter, too.

The whole thing sounds a lot like "shift the problem to Audi", because we don't have water separators in [REDACTED] etc.

The mood is improving, I'm sure the day after tomorrow will be interesting.

Best regards

From: Non-responsive content removed

Sent: Monday, October 19, 2009, 11:52 AM

Non-responsive content removed

Subject: Re: 3.0L TDI High Pressure Pump

Hello [REDACTED]

Can you please help me with the analysis?

I'm not an expert, but I don't think there's a correlation between viscosity and lubricity.

For example, gasoline has good HFRR but low viscosity.

You need "luck" to find water in the fuel sample (for example, when there is water in the tank and the sample is drawn cleanly from the floor).

Personally, I think the information as to whether water - if any - was found in the water separator is at least as important, if not more.

We examined the CP4 with drivetrain damage for corrosion traces - however, biodiesel and/or fuels with corrosion protection additives reduce corrosion.

Best regards / mit freundlichen Grüßen

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Robert Bosch GmbH

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GERMANY
www.bosch.com

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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: Monday, October 19, 2009, 10:44 AM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: FW: 3.0L TDI High Pressure Pump

Hello Dr Non-responsive content removed

Do you think the analysis of the sample is sufficient?
With an HFRR value of 350, we're in the green range; the viscosity can't be bad
(is there a true correlation?).
And they classify the water content as OK.
With the problems that VW Non-responsive content removed has with sending the fuel, I think we should leave it at that.
The pump and filter come with the complete engine, if I understood it correctly.
Can you confirm that Non-responsive content removed

Best regards

Non-responsive content removed

AUDI AG
85045 Ingolstadt

Non-responsive content removed

From: Non-responsive content removed
Sent: Friday, October 16, 2009, 5:59 PM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: FW: 3.0L TDI High Pressure Pump

Hello Non-responsive content removed

VW Non-responsive content removed had some fuel analyzed in a local laboratory, please see results attached. Do you still need them to send you another one-liter sample? Please advise, as we are not sure if VW Non-responsive content removed has anyone who is certified for Haz-Mat shipping, so we might have to hire an outside company to do so. If you have any questions please let us know, thanks.

Regards

Non-responsive content removed

Non-responsive content removed

Volkswagen AG
D-38346 Wolfsburg
Germany

Non-responsive content removed

www.volkswagen.com

From: Non-responsive content removed
Sent: Friday, October 16, 2009, 5:30 PM
To: Non-responsive content removed
Subject: RE: 3.0L TDI High Pressure Pump

Hi [redacted]
Please review the attachments, picture of pump tag and fuel testing results.

Vehicle #2 Diesel fuel ULSD WVGDM67L29D [redacted] 3.0 TDI
7936 KMS

The fuel filter and pump will be shipped with the engine assembly.

Non-responsive content removed

Volkswagen Group Canada Inc.
777 Bayly St W.
Ajax ON, L1S 7G7
Canada

Non-responsive content removed

From: Non-responsive content removed
Sent: Friday, October 16, 2009 10:14 AM
To: Non-responsive content removed
Cc: [redacted]
Subject: WG: 3.0L TDI High Pressure Pump

Hi [redacted]

Regarding the Touareg which will get a High Pressure Pump replaced, could you also please get a fuel-sample (1lt) and the fuel filter before the vehicle leaves the shop? Please advise, thanks.

Regards
Ramón

From: Non-responsive content removed
Sent: Friday, October 16, 2009, 1:36 PM
To: Non-responsive content removed
Subject: FW: 3.0L TDI High Pressure Pump

Hello Ramón,

Can you please obtain a fuel sample and the filter before the repaired vehicle leaves the workshop?

Regards,

From: [Redacted]
Sent: Friday, October 16, 2009, 1:06 PM

Non-responsive content removed

Subject: FW: 3.0L TDI High Pressure Pump

Hello Mr. [Redacted]

Could we also get a fuel sample (1 liter) and the fuel filter?

Best regards

From: [Redacted]
Sent: Friday, October 16, 2009, 9:23 AM

To: [Redacted]

Subject: FW: 3.0L TDI High Pressure Pump

Hello Mr. [Redacted]

Information regarding the desired pump.

Best wishes from [Redacted]

From: [Redacted]
Sent: Thursday, October 15, 2009, 4:52 PM

To: [Redacted]

Cc: [Redacted]
Subject: RE: 3.0L TDI High Pressure Pump

Hello to all.

Touareg 3.0 TDI

I Spoke with VW [Redacted]
Mario stated he will have the engine and pump shipped to VGCA when the vehicle is repaired. Repairs should be completed by the end of this week. Fri Oct/16/2009
The engine and pump will be shipped from VGCA to [Redacted], we will forward the tracking information at that time.

[Redacted]
Volkswagen Group Canada Inc.
777 Bayly St W.
Ajax ON, L1S 7G7
Canada

Non-responsive content removed

From: Non-responsive content removed
Sent: Thursday, October 15, 2009 9:11 AM
To: Non-responsive content removed
Cc:
Subject: 3.0L TDI High Pressure Pump

Hi [REDACTED]

We are looking for a claimed High Pressure Pump from a 3.0L TDI Touareg from Canada that was supposed to be shipped to us. Do you have any information on where such pump could be? Please advise, thanks.

Regards

[REDACTED]

Non-responsive content removed

Non-responsive content removed

Volkswagen AG
D-38346 Wolfsburg
Germany

Non-responsive content removed

www.volkswagen.com

From: Non-responsive content removed
To: [REDACTED]
CC:
Date: 4/9/2010, 12:32:54 PM
Subject: .pdf
Attachments: [Bisherige Erkenntnisse II Februar 2010.pdf](#)

Hi all,

Here are the pictures from this morning, with alignment.

Regards

Non-responsive content removed

Volkswagen Aktiengesellschaft

Non-responsive content removed

D-38436 Wolfsburg

Non-responsive content removed

From: Non-responsive content removed
To: [redacted]
CC: [redacted]
Date: 5/19/2010, 1:14:32 PM
Subject: Status of water separation: Excerpt
Attachments: [2010 05 12 \[redacted\]](#) [Runde - Auszug.pdf](#)

Hello [redacted]

Here is a selection of the overheads that were just [prevented](#). Summary on Page 13.

[Remark: Typo, should read "presented"]

Regards


Non-responsive content removed
[redacted]

Volkswagen Aktiengesellschaft

Non-responsive content removed
[redacted]

D-38436 Wolfsburg

Non-responsive content removed
[redacted]

From: Non-responsive content removed
To: 

CC:

Date: 9/17/2010, 9:35:32 AM

Subject: E-mail to: Filter-Entwässerung Status.pdf

Attachments: [Filter-Entwässerung Status.pdf](#)

The message can now be sent with the following file or link as attachment:

Filter-Entwässerung Status.pdf

Note: E-mail programs may prevent the sending or receipt of certain file types as attachments due to computer viruses. Check your e-mail settings to determine how attachments are handled.

From: Non-responsive content removed
To: [REDACTED]
CC:
Date: 3/12/2009, 2:42:59 PM
Subject: Documents: water separation
Attachments: [AUDI NSU 20070122.pdf](#)
[Wasserabscheidung Diesel-Kraftstoffsystem 060309.ppt](#)

Hello gentlemen,
Please find attached the documents on water separation, as discussed today.

With best regards,

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www.audi.com

Domicile/Sitz: Ingolstadt
Court of Registry/Registergericht: Local District Court 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, Axel Strotbek, Werner Widuckel

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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.

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

From: Non-responsive content removed
To:

CC:

Date: 5/27/2011, 7:00:48 AM

Subject: Non-responsive content removed meeting 2011 05 26.ppt

Attachments: [meeting 2011 05 26.ppt](#)

Dear colleagues,

Here is the draft for the [REDACTED] technical meeting. We may have to abbreviate it and, in particular provide more details for the last overheads.

Best regards,

[REDACTED]

From: Non-responsive content removed
To:
CC:

Date: 05.09.2011 09:25:00 AM
Subject: RE: R4 TDI 2,0L longitudinal drivetrain damage
Attachments: [Subject-Overview Task Force.xlsx](#)

... the common particles are normally not our problem (if so, then solid sticky C-coating- particles on the roller / roller support / cams etc.)

I have already attempted to show an overview of the action areas with our colleagues in development (unfortunately these are numerous, many of which are probably not be implemented):

Best regards,

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From: Non-responsive content removed
Sent: Friday, 6 May 2011 13:24
To: Non-responsive content removed
Subject: RE: R4 TDI 2,0L longitudinal drivetrain damage

A large circle of people had to swallow the bitter pill that the next measure against drivetrain damage is the strainer.

Should I now understand that particles cannot lead to damage. Not even if they come from between the roller support, roller, and cams or if the particle based intake valve causes the build-up of the fuel pressure to fail?

From: Non-responsive content removed
Sent: Friday, May 06, 2011 1:05 PM
To: Non-responsive content removed
Subject: RE: R4 TDI 2,0L longitudinal drivetrain damage

..the intake valve, however, does not help to prevent drivetrain damage; it only helps to prevent the particle accumulation.

Best regards,

Non-responsive content removed

From: Non-responsive content removed
Sent: Friday, 6 May 2011 8:57 AM
To: Non-responsive content removed
Cc:
Subject: FW: R4 TDI 2,0L longitudinal drivetrain damage

Hello Mr. [REDACTED],

Enclosed please find a current complaint [REDACTED]. Can you determine whether this pump already has a screen upstream of the intake valve?
We will be sending the pump directly to you.

Best wishes,

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AUDI HUNGARIA MOTOR Kft.

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From: Non-responsive content removed

Sent: Friday, May 06, 2011 7:33 AM

Non-responsive content removed

Subject: R4 TDI 2,0L longitudinal drivetrain damage

Hello Colleagues,

A 2.0L Bosch high-pressure fuel pump has once again caused drivetrain damage. The motor's fuel system was replaced.

QTS 4030362

< File: IMG_3888.JPG >> < file: IMG_3890.JPG >> < file: IMG_3889.JPG >>

We request feedback as to what course of action should be taken with the pump.

Kind regards,

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AUDI HUNGÁRIA MOTOR Kft.

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