

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

CC:
Date: 9/23/2009, 12:37:00 PM
Subject: Re: Minutes of CP4 meeting, disassembly audit (09/11/09)
Attachments: [Anlage 1 - Übersichtstabelle.pdf](#)
[Protokoll 090911 CP4 Zerlegeaudit.pdf](#)
[Anlage 2 - Übersichtstabelle-Bewertung.pdf](#)

For your information.

... what can you do when the scratches are so fine that they lie within the Rz tolerance???
But the Bosch people weren't pleased with the fact that something could be found in every pump either.
I think we should open some more pumps after introduction of the measures.

[Redacted] will you and [Redacted] track the introduction of measures?

[Redacted], you were mentioned (locating pin, P. 3).

With best wishes

From: Non-responsive content removed
Sent: Wednesday, September 23, 2009, 8:40 AM

Non-responsive content removed

Subject: Minutes of CP4 meeting, disassembly audit (09/11/09)

Hello,

Please find attached the minutes from the CP 4 quality meeting between Audi and Bosch, on 09/11/09 in [Redacted] on the subject of "CP4 disassembly audit".

The tables shown during the meeting are also attached.

The discussed images will be sent in separate mails due to their file size.

Best regards / mit freundlichen Grüßen


Non-responsive content removed
Robert Bosch AG
Non-responsive content removed
ed
logy,
Warranty

www.bosch.at

Non-responsive content removed

Headquarters: Robert Bosch Aktiengesellschaft, A-1110 Vienna, Geiereckstrasse 6, Court of Registry: FN 55722 w HG-Vienna
Chairman of the Supervisory Board: Robert Hanser; Management: Dr. Karl Strobel

| Seq. No. | Lab Report | BWN | TTNR | FD | Modul | SN | Striking | | | | | | | | | | | | | Remark | | | | |
|----------|------------|-----|------|-----------|-------|------|--------------------|-------------------|-------------------------|--------------------|-------------------------------|----------------------------|-----------------------|------------------------|------------------------------|---|---|-----------------------|----------------------------------|----------|--------------------------------|------------------------|---|------------------|
| | | | | | | | Rust stains CH | Scuffing camshaft | Shaving on locating pin | O ring CH abrasion | Ext cladding piston bore rust | Roller, external scratches | Gap compensation disc | Contact bearing flange | Very slight traces on piston | Tappet bore bottom edge, very small ridge | Transverse passage inlet edge for interior, ridge | Tappet body run marks | Impact point on cylinder wall CH | | Circumferential mark on piston | Stress marks on piston | Impact mark abutting face Bushing in pump housing | |
| 1 | 7/22/2009 | 515 | 507 | 7/9/2008 | 5 | 213 | 1.2 | 1.3, 1.4 | 1.5 | | | | | | | | | | | | | | 1.6 | |
| 2 | 6/19/2009 | 11 | 507 | 6/10/2009 | 2 | 1166 | | | 2.2 | 2.3 | 2.4 | 2.5 | 2.6 | 2.7 | 2.8 | 2.9 | 2.10 | | | | | h | | |
| 3 | 6/30/2009 | 11 | 507 | 6/23/2009 | 2 | 1646 | | | | | | | | | 3.2 | | | | | | | | | |
| 4 | 7/10/2009 | 515 | 507 | 6/25/2009 | 3 | 910 | | | | | | | | | | 4.2, 4.3 | | | | | | | | Housing from JhP |
| 5 | 7/22/2009 | 11 | 507 | 7/4/2009 | 2 | 1260 | | | 5.4 | | | | | | | | | 5.2, 5.3 | | | | | | |
| 6 | 7/30/2009 | 515 | 611 | 7/13/2009 | 5 | 156 | | | 6.5 | | | 6.4 | | | | | | | | 6.2, 6.3 | | | | |
| 7 | 7/1/2009 | 11 | 611 | 6/18/2009 | 1 | 819 | 7.3, 7.4 | | 7.2 | | | 7.7, 7.8 | | | | | | | | | 7.5, 7.6 | | | |
| 8 | 7/2/2009 | 11 | 611 | 6/20/2009 | 2 | 715 | 8.3, 8.4, 8.5, 8.6 | | 8.1 | | | 8.7, 8.8, 8.9 | | | 8.10, 8.11 | | | | | | | | | No rust |
| 9 | 7/10/2009 | 11 | 611 | 7/2/2009 | 2 | 507 | 9.2 | | 9.7, 9.8 | | | 9.6 | | 9.4, 9.5 | | | | | | | | | | |
| 10 | 7/22/2009 | 11 | 611 | 7/9/2009 | 2 | 31 | 10.2 | | 10.6 | | | | | | | | | | 10.4, 10.5 | | | 10.7, 10.8 | | |

 To FeP for inspection

Legend (f. rating)

From: Non-responsive content removed

To:

CC:

Date: 1/29/2010, 2:18:31 PM

Subject: Robustness package 1 CP4

Attachments: [Auszug_2006.pdf](#)

Dear Sirs,

When looking through old documents, I came across a presentation from the year 2006, in which a significant cause for tappet turning and drive damage to the CP4 is known: the interaction between roller and roller support.

Four years later, this same fact is being pointed out as the solution to all our problems. What prevented us from implementing this finding earlier?

Best regards,

Non-responsive content removed

VOLKSWAGEN AG

Domicile/Sitz: Wolfsburg

Court of Registry/Registergericht: Amtsgericht Braunschweig

HRB Nr./ Commercial Register No.: 100484

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

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

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

Date: 1/13/2011, 11:48:00 AM
Subject: Re: QMB / Special Notice

Hello [REDACTED]

Since its SOP in 05/2007, the CP4 high-pressure fuel pump, in cooperation with Bosch, has constantly improved in quality.

There the first package of measures (MP1) was introduced around 06/2008 and a second one (MP2) in 06/2009.

The problems occurred primarily in countries outside of [REDACTED] due mostly to poor fuel quality outside the EN590 standard.

Upon request by customer service [REDACTED] after introduction of the MP2, I recalled all CP4s without MP2 worldwide, through the OP service.

It was agreed to use these items in [REDACTED] since no noteworthy problems had occurred here since mid/late 2008.

The pumps returned by OP were not reworked at Audi/VW!

They were sold in [REDACTED] in the technical state in which they were returned.

I selected the "Audi - reworked in QMB" field because the other three alternatives, "%" or "Supplier – inspection report" or "Audi – scrap" were completely wrong (but I had to make a selection).

I considered the "reworking" to include the "targeted delivery in [REDACTED]

The USA 059 130 755 AL pumps were not returned to the U.S., but used for [REDACTED] EU6 vehicles (pump = identical part).

The 03L 130 755 -/A pumps were only installed in [REDACTED] as well. The superior pump 03L 130 755 A (with a C layer on the rod) can also be installed in [REDACTED]

Best regards

[REDACTED]

AUDI AG

[REDACTED]

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

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=====

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

From: Non-responsive content removed
Sent: Thursday, January 13, 2011, 10:57 AM
To: Non-responsive content removed
Cc:
Subject: QMB / Special Notice

Hello Non-responsive content removed

There has been an OP parts recall for the TDI HPP (which we have to report to NHTSA in the framework of the request...)

I received your QMB from Non-responsive content removed which states that the parts from the series were to be used with a reference to reworking. I have two questions regarding this...

Why were the OP stores cleared out and what was done with these pumps (in the reworking); were they then returned to the U.S. series or installed in RoW?

Thank you &
Best wishes,

Non-responsive content removed

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

From: Non-responsive content removed
Sent: Wednesday, October 27, 2010, 3:42 PM
To: Non-responsive content removed
Cc:
Subject: Re: E-mail to: STORMS_15.pdf

Hello Non-responsive content removed

As we discussed.
The QMB is from Audi,
the special notification with signature is attached.

With best wishes

Non-responsive content removed

Non-responsive content removed

VOLKSWAGEN AKTIENGESELLSCHAFT

Non-responsive content removed

Phone Non-responsive content removed

Fax +49

mailto:

<http://www.volkswagen-original-teile.de/>

VOLKSWAGEN AG

Domicile/Sitz: Wolfsburg

Court of Registry/Registergericht: Amtsgericht Braunschweig

HRB Nr./ Commercial Register No.: 100484

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

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

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

From: Non-responsive content removed

Sent: Wednesday, October 27, 2010, 10:53 AM

To: Non-responsive content removed

Cc: ed

Subject: E-mail to: [REDACTED]_15.pdf

Hello [REDACTED]

As part of an official query in the U.S., the attached document was identified as potentially relevant for submission.

You are listed as the "Author", but it does not bear any signatures.

--> Was the special notice activated?

Thank you &
Best wishes,

Non-responsive content removed

From: Non-responsive content removed
To:
CC:

Date: 3/28/2008 3:11:00 PM
Subject: FW: Start-up report for R4 CR in B (KW 13)
Attachments: [Triebwerkschäden Audi Györ 080327.pdf](#)
[Anlaufbericht R4CR in B8 26 03 08.pdf](#)

Hi

The drivetrain damage has nothing to do with the ZP7 (except [REDACTED] almost a year ago - intrinsic error) or the field, so I don't think that they have any place in this report.

So far the issue has only been seen internally at Bosch and in our cold test. Of course, we're working very hard on the matter. I am also not happy with the success rate! I will be on site again for this on 10/04.

In the ZP7 and field we had problems with ZME O-ring shearing and particulate intake valve (not shown here, but widely distributed by me/Bosch).

For half a year now there have been no malfunctions at Audi or VW with the CP4.2 V6-TDI. For the CP4.1 (R4-CR) 50 - 70 ppm there have, however, been some issues (see drivetrain damage picture on page 1).

At the moment, no-one is calling for reconstruction of the mounting (design error) since the pump was new!

The tappet anti-rotation lock is currently a priority again for [REDACTED] and VW development phase; [REDACTED] and I are not still not that convinced since, according to Bosch, the tappet rotator is only the end damage of a seizing/blocked roller. NB: every additional newly installed part / group of parts in the pump is a new opportunity for malfunction especially if not tested widely and in depth. The Bosch results up until now (several variants inspected) were also not very successful, and recently not pursued so intensively.

PS: I don't agree with the way that the issue is being represented in the report; however that is up to the author.

Actually I should have chosen the same distribution list as Mr [REDACTED] but I will stick to my technical level, where I communicate about the CP4.

Kind regards

>

Diesel injection systems

AUDI AG

Non-responsive content removed

85045 Ingolstadt

Non-responsive content removed

> _____ >

>From: Non-responsive content removed

>Sent: Thursday, March 27, 2008 7:53 AM

>To: Non-responsive content removed

>Subject: FW: Start-up report for R4 CR in B (KW 13)

>

>Hi

>

>do the formulations work in HDP??

>

>Kind regards

>

Non-responsive content removed

>Subject: Start-up report for R4 CR in B (KW 13)

>

>Dear colleagues,

>

>Please find attached the current report.

>

>

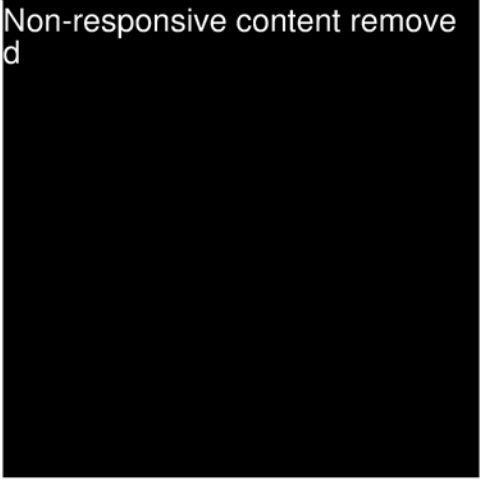
>

>

>Kind regards

Non-responsive content removed

Non-responsive content removed



From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 3/19/2010, 6:40:47 PM
Subject: Documents for meeting on 3/22/2010
Attachments: [Gespräch 22 3 10.pdf](#)

Hello,
On behalf of [REDACTED], I have attached the documents discussed today for the meeting in [REDACTED] on 03/22/2010.

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Headquarters: Stuttgart, Court of Registry: Amtsgericht Stuttgart, HRB 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: 6/15/2011, 5:14:21 PM
Subject: Re: Agenda_BP-EA_Date 06/10/2011
Attachments: [CP4 RP Einheitspumpe150611.ppt](#)

Draft presentation. Do I need to change anything?

From: Non-responsive content removed
Sent: Wednesday, June 15, 2011, 2:25 PM
To: Non-responsive content removed
Subject: Re: Agenda_BP-EA_Date 06/10/2011

Hello [REDACTED]

Here is the draft for [REDACTED]:

< File: CP4_RP_Einheitspumpe.ppt >>

and the latest overheads from [REDACTED]

< File: pages from 1580_EHC2_Nie_WWU_general_V2.pdf >> < File: DS-002051119_619 CP4 Rollenstoessel RP1+.pdf >> < File: 1773_EHC1_La_CP4 Rollenstoessel RP1+_ENP.pdf >> < File: Robustheitspakete.pdf >>

Regards, [REDACTED]

From: Non-responsive content removed
Sent: Wednesday, June 15, 2011, 11:22 AM
To: Non-responsive content removed
Cc: [REDACTED]
Subject: Agenda_BP-EA_Date 06/10/2011

Hello [REDACTED]

Please provide the latest information on the topics of the standard pump by noon tomorrow, so I can present it tomorrow at EA-BP. The contents should be clear; I've already explained it. Please take the figures from BP and technical package contents into account. The RP0 failure is an open question, being clarified by BOSCH. We are also showing some of what BOSCH has planned. But please include all this in the EA overheads, suitable for presentation to the department manager.

Best regards,

[REDACTED]

< File: 2011-06-16_Agenda_BP-EA_Stand-10-06-2011_V1.ppt >>

From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 6/2/2009, 1:43:20 PM
Subject: Re: Non-responsive content removed
Attachments: [0664 EHP4 \[REDACTED\], Audi, Kraftstoffqualität \[REDACTED\] 07-04-2009.ppt](#)
[686 V02 EHP CP4 Robustheit.pdf](#)

Hi all,

Please find attached the documents that [REDACTED] presented at the last technical discussion.

With best wishes

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74146 Neckarsulm

Non-responsive content removed

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, Axel Strotbek, Werner Widuckel

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From: Non-responsive content removed
Sent: Thursday, May 07, 2009, 11:44 AM
To: Non-responsive content removed
Subject: [REDACTED] / CP4 robustness

Hello [REDACTED]

For your information, as promised yesterday.

Please treat it confidentially - the slide is still in process - thank you!

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH
Non-responsive content removed
PO box 30 02 20
70442 Stuttgart
GERMANY
www.bosch.com

Non-responsive content removed

Headquarters: Stuttgart, Court of Registry: Amtsgericht Stuttgart, HRB 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: 1/29/2010, 2:18:31 PM

Subject: Robustness package 1 CP4

Attachments: [Auszug_2006.pdf](#)

Dear Sirs,

When looking through old documents, I came across a presentation from the year 2006, in which a significant cause for tappet turning and drive damage to the CP4 is known: the interaction between roller and roller support.

Four years later, this same fact is being pointed out as the solution to all our problems. What prevented us from implementing this finding earlier?

Best regards,

Non-responsive content removed

Volkswagen AG

Non-responsive content removed

VOLKSWAGEN AG

Domicile/Sitz: Wolfsburg

Court of Registry/Registergericht: Amtsgericht Braunschweig

HRB Nr./ Commercial Register No.: 100484

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

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

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From: Non-responsive content removed
To: [Redacted]
CC: [Redacted]
Date: 3/19/2010, 11:42:09 AM
Subject: Presentation 3/22/2010 [Redacted]
Attachments: [Gespräch 22.3.10.ppt](#)

Here is the presentation discussed with [Redacted]
Please distribute to [Redacted]...
Sorry, but I don't have their e-mail addresses.

Changes should be contributed to the [Redacted] meeting at 4:30 p.m.

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Headquarters: Stuttgart, Court of Registry: Amtsgericht Stuttgart, HRB 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: 7/9/2010, 9:47:44 AM

Subject: Minutes of team 1 follow-up meeting / part 2

Attachments: [Teil 2 007081 01 team 1 folgegesprach nsu 100707.pdf](#)

Hi all,
Please find attached the second part of the minutes.

Regards and have a nice day,

Non-responsive content removed

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

GERMANY
www.bosch.com

Non-responsive content removed

Headquarters: Stuttgart, Court of Registry: Amtsgericht Stuttgart, HRB 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:

Date: 11/17/2010, 6:50:53 PM

Subject: urgent: Top Q meeting with Bosch on 11/19/10

Attachments: [1.1 Audi Dieselhochdruckpumpe \[Redacted\] 16 11 10 \(2\).pdf](#)
[1.1 CP4.2 Triebwerk .pdf](#)
[1.1 d backup CP4 1 Triebwerk .pdf](#)
[1.3 CP4 Sauberkeit v6.pdf](#)

5 Non-responsive attachments removed

[Redacted]

Please review the HPP presentations again. It looks like everything has been discussed with BOSCH, but just to be sure.

[Redacted]

Can you please send me a backup on Thursday describing why you think we are better off vis-a-vis AUDI with regard to LP supply if we are not under supplied, what are future plans are for changes to the software and data for VW (and AUDI) are, and what a logical verification of the current 6-bar LP concepts could look like, together with BOSCH, to ensure an ok condition. We also need an evident demand for the pressure sensor before the HPP, analogous to BMW (including an initial estimated price).

I made an offer to Mr. [Redacted] last Monday that we can visit the plants that install the CP4.1 (CP4 and CP8) and that we want to look at a couple of pumps together, post-commissioning, for examination. This makes initial sense with regard to the risk of preliminary damage to the pumps at our plants, but will have to be supported up-close.

Best regards,

[Redacted]

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

>Subject: Documents: Top Q meeting with Bosch on 11/19/10

>
>Dear Sir/Madam,

>
>Please find enclosed the presentations for the individual agenda items.

>
>
>
>
>
>
>Best regards

>
Non-responsive content removed

>Volkswagen Aktiengesellschaft

Non-responsive content removed
38436 Wolfsburg

>
Non-responsive content removed

>
>

From: Non-responsive content removed
To:

CC:

Date: 25/02/2008 19:08:39

Subject: Outcome of telecon on 21/02/2008 CP4 measures from residual dirt / cleanliness vo workshop

Attachments: [VW_080220_Fazit Restschmutzreduzierungs WS Flansch und Gehäuse MOE11.pdf](#)
[KV_CP4_Workshop_Sauberkeit.pdf](#)

Gentlemen,

For our teleconference together, please find attached the measures which were presented to you and agreed upon with you for increasing cleanliness and reducing residual dirt in our CP4 production/installation.

[Slides - CP4 measures from the residual dirt/cleanliness workshop](#)

<<VW_080220_Fazit Restschmutzreduzierungs WS Flansch und Gehäuse_MOE11.pdf>>
<<KV_CP4_Workshop_Sauberkeit.pdf>>

Summary and decisions:

- The measures increase cleanliness and reduce particulates in the fields of influence identified to date. Additional excitations or points were added to the slides during the teleconference.
- The decision is that Audi and VW agree to adopt the measures in full.
- Work on the open points will take place at the same time as the introduction (see note in the slides)
- Further status reports on the introduction will be given during the next change discussion on 27/03/2008 in [REDACTED].

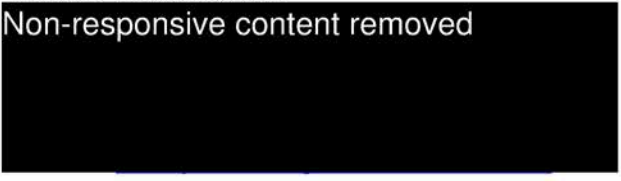
We'd be happy to help if you have any further questions.

Kind regards,

Non-responsive content removed

EA11003EN-01743[1]
Robert Bosch GmbH

Non-responsive content removed



Robert Bosch GmbH, registered office: Stuttgart, registration court: local court Stuttgart HRB 14000 Hermann Scholl;
management: 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: 12/20/2010, 11:12:56 AM
Subject: Re: Status of Bosch CP4.2 high-pressure fuel pump, incl. [Redacted] use
Attachments: [Notiz H \[Redacted\] HDP \[Redacted\] 14 12 2010 docx 2010-12-14 120448.pdf](#)
[161210 Status Bosch Hochdruckpumpe CP4 2.pdf](#)

Please keep an eye on this.

Best regards,

[Redacted]

>
>-----
>From: Non-responsive content removed
>Sent: Friday, December 17, 2010, 3:30 PM
>To: Non-responsive content removed
>Subject: Re: Status of Bosch CP4.2 high-pressure fuel pump, incl. [Redacted] use

>
>
>
>-----
>From: Non-responsive content removed
>Sent: Thursday, December 16, 2010, 10:41 AM
>To: Non-responsive content removed
>Subject: Re: Status of Bosch CP4.2 high-pressure fuel pump, incl. [Redacted] use

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>From: Non-responsive content removed
>Sent: Thursday, December 16, 2010, 10:24 AM
>To: Non-responsive content removed
>Subject: Status of Bosch CP4.2 high-pressure fuel pump, incl. China use

>
>
>Hello gentlemen,
>
>Please find attached a summary status on the situation with the Bosch HPP.
>
>The important thing for us is a decision on the additional quality improvement measures.

>Regards
>Non-responsive content removed

>
>
>Attachments
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From: Non-responsive content removed

To:

CC:

Date: 3/11/2010, 2:59:00 PM

Subject: Re: Residual tank contamination

Attachments: [123 Befundung CP4](#) [Non-responsive content removed](#) [161209.pdf](#)

Hello [Non-responsive content removed](#)

Re 1) Filter change every 60,000 km.

Re 2) An analysis for [Non-responsive content removed](#)s attached. You can have more documents if you wish.

Can you please let me know when you'll be ready?
(our meeting was on 02/09).

>With best wishes

>

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>

>Von: [Non-responsive content removed](#)

>Sent: Thursday, March 04, 2010, 8:42 AM

>To: [Non-responsive content removed](#)

>Cc: [Non-responsive content removed](#)

>Subject: Re: Residual tank contamination

>

>Hello [Non-responsive content removed](#)

>

>I'm still clarifying things.

>

>- With EF-41, whether the tanks for [Non-responsive content removed](#) can be moved to their budget

>- Complete feedback from the Bosch development managers regarding particle compatibility and complete test bench results are still pending, the first answer was

>not very detailed.

>- Flush tank in total and determine weight as total quantity of particles

>- Ultimately flush with approx. 0.5l Diesel and pour into a glass container, then analyze in the lab.

>

>

>In addition: (information for risk assessment)

>

>Question 1: >What are the exchange intervals of the Diesel filter in the engine compartment, after 60 tkm or specifically shorter for this case??

>

>Question 2: Which Diesel components and/or additives are the cause of the HPP damage, specifically in [Non-responsive content removed](#)

>

>

>

>Best regards

>

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Non-responsive content removed

>

>AUDI AG

Non-responsive content removed

>85045 Ingolstadt

Non-responsive content removed

>www.audi.com

>

>

>Von: Non-responsive content removed

>Sent: Monday, March 01, 2010, 10:32 AM

>To: Non-responsive content removed

>Subject: Residual tank contamination

>

>Hello

>

>How far along are you with your investigations?

>I had a talk with KD and Mr. on Friday due to the failures of the Q7 V6 and V12.

>Please get in touch.

>Thank you.

>

>Best regards

>

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>AUDI AG

Non-responsive content removed

>85045 Ingolstadt

Non-responsive content removed

From: Non-responsive content removed
To: [Redacted]
CC: [Redacted]
Date: 12/14/2009, 4:38:00 PM
Subject: Re: Documents for [Redacted]
Attachments: [TS Wochenstatus 11 12 09.ppt](#)
[AUDI CP4 Wochenbericht 10 12 2009 V3.ppt](#)
[K-GQ Abrechnungen Hochdruckpumpe CP4.ppt](#)

Hello [Redacted]

This was sent to Messrs [Redacted] on Friday.

>With best wishes

>

[Redacted]

>

>Von: [Redacted]
>Sent: Friday, December 11, 2009, 2:45 PM
>To: [Redacted]
>Subject: Documents for [Redacted]

>

>For discussion:

>

>

>With best wishes

>

Non-responsive content removed

>

>AUDI AG

[Redacted]

>85045 Ingolstadt

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>Sitz/Domicile: 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, Axel Strotbek, Werner Widuckel

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>

From: Non-responsive content removed

To:

CC:

Date: 3/19/2010, 8:35:51 AM

Subject: Presentation: Task force status

Attachments: [1028_V09_EHP4](#) Non-responsive content removed [Status Task Force CP4 Triebwerk, 17-03-2010.pdf](#)

Hello 

Please find enclosed the shown presentation by the CP4 drivetrain task force of 03/17/2010.

Best regards / mit freundlichen Grüßen

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Robert Bosch GmbH

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Headquarters: Stuttgart, Court of Registry: Amtsgericht Stuttgart, HRB 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