

EA11003EN-01499[0]

From: Non-responsive content removed

To:

CC:

Date: 10/5/2010 1:11:00 PM

Subject: RE: Check of start-up conditions CP4.2 in Bratislava

Attachments: WG_Überprüfung Einlaufbedingungen CP4.2 in Bratislava.msg

Non-responsive content removed and I both bear responsibility.

With best wishes

Non-responsive content removed

AUDI AG

Non-responsive content removed

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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

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From: Non-responsive content removed

Sent: Tuesday, October 05, 2010 1:38 PM

To: Non-responsive content removed

Subject: RE: Check of start-up conditions CP4.2 in Bratislava

Hello Non-responsive content removed

We would like to go with you.

Who is responsible for coordinating the date, etc. - or will you be coordinating things?

Best regards / mit freundlichen Grüßen

Non-responsive content removed

[Robert Bosch GmbH](#)

Non-responsive content removed

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

From: Non-responsive content removed

Sent: Tuesday, October 05, 2010 11:16 AM

To: Non-responsive content removed

Subject: Check of start-up conditions CP4.2 in Bratislava

Dear Non-responsive content removed

Did anyone from Bosch want to come as well?

Please let me know by the task force meeting tomorrow.

Thank you.

With best wishes

Non-responsive content removed

EA11003EN-01500[0]

From: Non-responsive content removed**To:****CC:****Date:** 10/5/2010 9:08:56 AM**Subject:** Re: Check of start-up conditions CP4.2 in Bratislava**Attachments:** [Checkliste Kraftstoffvorbefüllung_20070813.pdf](#)
[Bandende-Einlaufspezifikation_V6TDI_20080529.pdf](#)

Hello Non-responsive content removed

Please support Non-responsive content removed visit and notify the production and product technology areas accordingly.

Thank you.

Non-responsive content removed

@Hello Non-responsive content removed

Please contact Non-responsive content removed they are the respective contact persons for quality assurance in SUV production

Thank you.

Non-responsive content removed

From: Non-responsive content removed**Sent:** Monday, October 04, 2010 5:53 PM**To:** Non-responsive content removed**Cc:**

Non-responsive content removed

Subject: Check of start conditions CP4.2 in Bratislava

Hello Non-responsive content removed

In light of current events and on behalf of top management, Non-responsive content removed and I would like to visit you on October 14th and 15th, 2010 to examine your line processes.

We will arrive on the 14th and depart on the 15th.

We will provide you with more exact times once the flights are confirmed Non-responsive content removed via Vienna; I via Győr, if there are flights - otherwise via Vienna as well).

Who is responsible for organization on site (invitation of participants, schedule, meeting room, etc.)?

Are the start-up regulations known?

Do you know the current first and second start times of the Q7, Touareg and Cayenne (each with 2bar and 6bar tank system; is it possible that different start software is used)? Note: Q7 BIN5/EU6 with 2bar tank system and Q7 EU5 + Touareg NF + Cayenne NF currently with 6bar tank system.

PS: I would also like to take a closer look at the assembly of the SCR dosing modules (BIN5/EU6).

Thank you for your support!

Hello Non-responsive content removed

Please book flights if possible.

I will arrange the hotel through the travel agent (the same as Non-responsive content removed).

With best wishes

Non-responsive content removed

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Inlet specification for V6 TDI common rail systems



Page 1/6

**RUN-IN SPECIFICATION FOR V6 TDI COMMON RAIL SYSTEMS
FOR THE VEHICLE-PRODUCING PLANT**

Exhaust concepts:

7MG
7ME
7GA

Non-responsive content removed

Contact person Audi: Non-responsive content removed

Status: August 2007, Version 1.1

Run-in specification for V6 TDI common rail systems



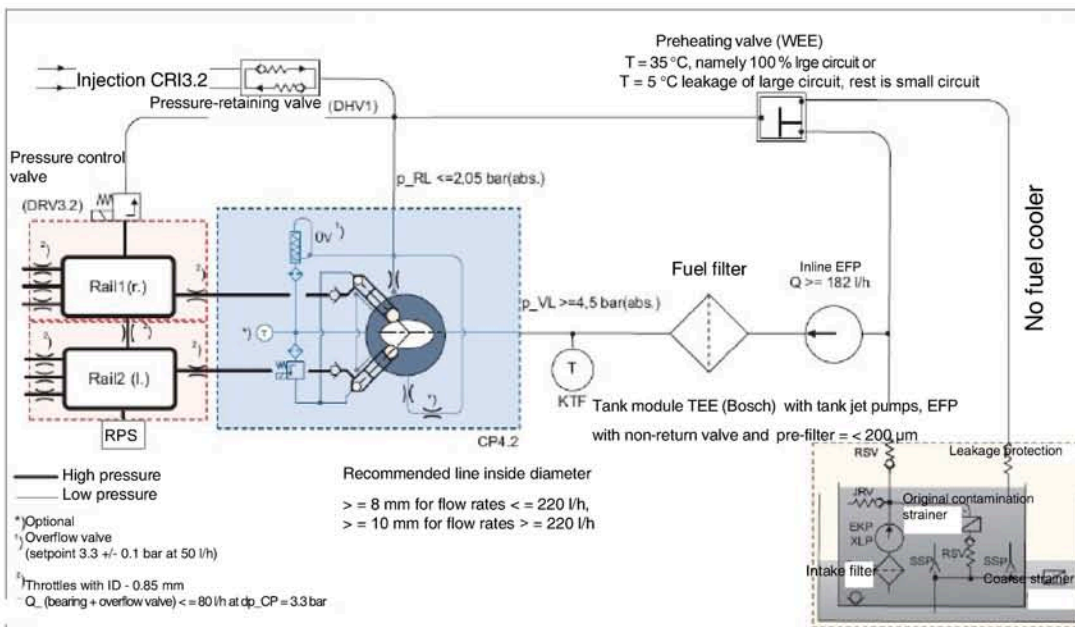
Target:

- To avoid damage to the high-pressure fuel pump from it running dry, shortest possible first engine start with the fastest possible fuel supply is required.
- To monitor the first start-up times, an automatic first start-up time calculation is necessary in order to detect fluctuations in the manufacturing process.

Content:

- 1). General information
- 2). Automatic first start-up time calculation
- 3). Feedback of the relevant processes to Non-responsive content removed

Common Rail System (CRS3.2) – 1800 bar
 Audi V6 3.0l and 2.7l TDI EU5 / EU5 CO₂ in B8



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Fig.: Setup of common rail system using the example of Audi V6 TDI EU5 in B8

Run-in specification for V6 TDI common rail systems



Page 3/6

1. General information

- The engine plants deliver "hot" or "cold"-tested engines to the vehicle plants. Air is partly trapped in the injection system (between inflow upstream to HPP and return flow downstream to RL collection point) in the "cold"-tested engines, whereas injection system in the "hot"-tested engine is virtually free of air. The start time of "cold"-tested engines will be longer in comparison between "cold" and "hot"-tested engines.
- Operation of the electric fuel pumps (EFP) of tank and inline EFP is not allowed before the first fueling to avoid the pump running dry. (Note: If Tmn15_on cycle before first fueling, then it is mandatory to check whether EFPs are not running. Checking through recording the voltages acting at the EFPs using multimeter by tapping the voltage supply and ground.)
- During wet calibration of fuel tank: An EFP operation before completion of wet calibration of fuel tank is not allowed due to falsification of results. (Note: If Tmn15_on cycle before wet calibration of fuel tank, then it is mandatory to check whether EFPs are not running. Checking through recording the voltages acting at the EFPs using multimeter by tapping the voltage supply and ground.)
- First engine start shall be conducted at the highest possible speed. Therefore, the support of the vehicle battery through external energization should be ensured to achieve a higher engine start speed and improved rail pressure buildup.
- The fuel system should be actively pre-filled through operation of the EFPs to ensure quickest rail pressure buildup and thus, quick first engine start-up. Pre-filling time of at least 4 min. should be guaranteed. In general, longer pre-filling times have a positive effect on the first engine start. Goal of active pre-filling of the fuel system is to fill the empty fuel system from the tank before first start-up. The air is pushed partially or 100% in the return flow direction of the tank, depending on the location of the intake and high-pressure valves of the high-pressure fuel pump.
- During normal operation of the vehicle, the following conditions lead to activation of the EFPs (tank and in-line EFP):
 - 1) $n_{\text{Engine}} > 20/\text{min}$.
 - 2) 60 s at Tmn15_on, when empty tank is detected ($< 5 \text{ l}$ or not yet $> 9 \text{ l}$ after refueling) and mileage $> 15 \text{ km}$.

Run-in specification for V6 TDI common rail systems



Page 4/6

- The following first fuel filling functions for first engine start lead to the activation of the EFPs:
 - 1) First fuel filling function - for first engine start support, the EFPs (both tank EFPs and inline EFP) are activated for a max. of 60 s at a mileage < 15 km and successful long adaptation (channel 22, value 01) after each ignition (Tmn 15). Note on acoustics: The EFPs also run without an engine up to a mileage of 15 km
 - 2) The routine 02 provides another option to actively pre-fill the fuel system. In the engine control unit, this routine is triggered for first fuel filling in the engine control unit by the end-of-line test system. This function activates the EFPs at sufficient tank capacity for a set time and thus fills the fuel system.
 - 3) Besides the two mentioned options of first fuel filling during vehicle production, the EFPs allow activation via a short trip. This can be triggered by the VAS tester and thus enabling the pre-filling of the fuel system, e.g. for the customer service.

2. Automatic first start-up time calculation

The following description uses the example of manufacturing in Neckarsulm to show the implementation of automated first start-up time calculation:

- Engine speed 0-100 rpm. (ECU_1 AV 001/1 value 0-100)
- Request for first start-up (ECU_1 AV 095/4 value 1)
- Start timer of first start-up / start timer of overall first start-up
- Test starting process (ECU_1 AV 095/4 value 0)
- Engine speed 550-1100 rpm. (ECU_1 AV 001/1 value 550-1100)
 - If engine speed has been reached: Stop timer for first start-up
 - If engine speed has not been reached: Break timer for first start-up
 - Ignition change due to automatic start
 - Request for second start (ECU_1 AV 095/4 value 1)
 - Continue timer for first start-up
 - Test starting process (ECU_1 AV 095/4 value 0)
 - Engine speed 550-1100 rpm. (ECU_1 AV 001/1 value 550-1100)
 - If engine speed has been reached: Stop timer for first start-up
 - If engine speed has not been reached: Stop timer for first start-up
 - Request for manual start (with appropriate fault input option)
 - Stop timer for overall first start-up

Run-in specification for V6 TDI common rail systems



Page 5/6

In this way, one obtains two times - the pure start-up time (namely, the time the starter has turned) and the overall start-up time (how long the worker is needed for the first start-up).

3. Exchange / feedback of following points with AUDI

Non-responsive content removed

- Point of contact for the topic of inlet of common rail system
- Production layout with inlet-related work cycles (tank installation, refueling, battery installation, cycle for long adjustment (channel 22, value 01), first fuel filling / duration)
- Fuel line assembly CP4/CP7 (topic of leaking fuel)
- Base refueling quantity (without country adjustment)
- Prevention of wrong fueling
- Wet calibration of fuel tank available?
- How is first fuel filling done?
- Integration of combo with xxx mileage (topic of first fuel filling for first engine start)
- Start-up time calculation method
- Creating list of first start-up times (vehicle no., SW, duration of fuel initial filling, hot / cold test, start time)

Run-in specification for V6 TDI common rail systems



Page 6/6

| No. | date | Change | Page | Name |
|-----|----------|--|------|--------------------------------|
| 1.1 | 8/8/2007 | Newly created run-in specification for common rail systems | | Non-responsive content removed |
| | | | | |
| | | | | |

Checklist to ensure sufficient pre-filling of the fuel system for CR diesel engines before the first start.

The following items must be verified:

- ◆ An active pre-filling time of the fuel system through operation of the electric fuel pumps (EFPs) for at least 4 min.
- ◆ No operation of the electronic fuel pumps (EFPs) before the initial fueling, to avoid dry running
- ◆ No EFP operation allowed before wet tank calibration, to avoid false readings.
- ◆ First engine start with highest possible revolutions, support of vehicle battery through external power source.

The following information must be provided to the contact person in department [REDACTED]:

[REDACTED]
Non-responsive content removed

- ◆ Contact persons for the production process (Q7 and VW Touareg)
- ◆ First start times of several vehicles with 3.0l and 2.7l TDI engines
- ◆ Is an external power source used to support the vehicle battery during the engine start, to increase the starting speed?
- ◆ A production schema that contains the following information:
 - At what point does the initial energization occur
 - Where do ignition changes take place
 - Does a wet tank calibration occur and, if so, at which place in the production process
- ◆ At which mileage level are the combination instruments installed
- ◆ Existing problems in the connection of fuel lines (CP4 to CP7) through exiting fuel

Non-responsive content removed

Additional information

The fuel system should be actively pre-filled through operation of the EFPs to ensure quickest rail pressure buildup and thus, quick first engine start-up. Pre-filling time of at least 4 min. should be guaranteed. Longer pre-filling times will have a positive impact on the first engine start. Goal of active pre-filling of the fuel system is to fill the empty fuel system from the tank before first start-up. The air is pushed partially or 100 % in the return flow direction of the tank, depending on the location of the intake and high-pressure valves of the high-pressure fuel pump. This results in faster build-up of the rail pressure and fuel injection, and also a faster first engine start.

The following options are available for active pre-filling of the fuel system through operation of the electric fuel pumps (EFP):

- ◆ Fuel first filling function - to support the first engine start, the EFPs (both tank EFP and inline EFP) at km level < 15km and long adjustment (channel 22; value 01) are activated for max. 60 seconds after each ignition on (Tmn15).

Note on acoustics: Up to km level 15, the EFPs run even without the engine

- ◆ Another option for actively pre-filling the fuel system is routine 02. In the engine control unit, this routine is triggered for first fuel filling in the engine control unit by the end-of-line test system. This function activates the EFPs at sufficient tank capacity for a set time and thus fills the fuel system.
- ◆ In addition to the two options listed above for fuel prefilling in vehicle production, the EFPs can also be activated through a short trip. This can be triggered by the VAS tester and makes it possible to pre-fill the fuel system, for example, for customer service

Also note that the following conditions result in activation of the EFPs for 60 seconds:

- ◆ nEngine > 20/min
- ◆ 60sec. at Tmn15_on: Tank empty (<5l, or not yet > 9l filled) and mileage > 15 km

EA11003EN-01504[0]

From: Non-responsive content removed
To: [REDACTED]
CC: ">
Date: 01/19/2011 09:47:50 AM
Subject: Arguments

Hello

Non-responsive content removed

Please find attached the following information for argumentation in favor of the EU3 HPFP with AWP:

AQUA figures for filtering by market, [REDACTED] and HPP CP4.1

Produced: 8,256 Sold 7,917 Sample 2,934 Damage 48 --> Approx. 16 DC / 1000

SGS fuel investigation from 2010 revealed critical parameters:

HFRR= up to 703 μm , the EU HPP is only approved up to 460 μm ; the AWP HPP to 502 μm . Viscosity = min values at 1.4 mm^2/s average values at 1.97 mm^2/s , permissible lower limit for EN590 2.0 mm^2/s

(In addition, the mixing of kerosene is usual in winter, which makes this parameter worse).

Best regards,

Non-responsive content removed

EA11003EN-01527[0]

From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 3/30/2010 6:10:05 PM
Subject: Increase of fuel supply pressure for V6 TDI

Dear Colleagues listed under To:,

We currently have massive problems in the field with the V6 TDI due to failures of the CP4 high-pressure fuel pumps. In particular, the [REDACTED] market is highly conspicuous.

We are currently in talks with Bosch to define several improvement measures. One thing being discussed is increasing the pressure in the pump interior. This pressure increase would be achieved through a different setting of the pump's internal overflow valve and as a natural consequence, the low-pressure system pressure in the vehicle would also increase.

An increase in pressure of 1 bar is being discussed.

This would affect all vehicles with V6 TDI with inline EFP or the tank-internal 6bar presupply pump.

Specific question: Is it possible from the system side to increase the pre-pressure by 1 bar?

Due to the urgency of this issue (weekly Board meetings), please answer by 04/09/10. If you need any

more information on the issue, you can reach me at [REDACTED]

With kind regards

[REDACTED]

[REDACTED]
AUDI AG

[REDACTED]

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

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EA11003EN-01528[0]

From: Non-responsive content removed

To:

CC:

Date: 9/22/2010 4:37:00 PM

Subject: ANS: CP4.1 NRV with strainer

Attachments: [AW CP4.1 RSV mit Sieb.msg](#)

With best wishes

Non-responsive content removed

AUDI AG

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Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

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From: Non-responsive content removed

Sent: Wednesday, September 22, 2010 7:54 AM

Non-responsive content removed

Subject: ANS: CP4.1 NRV with strainer

Hello Non-responsive content removed

This subject was already presented to Non-responsive content removed and he will not be satisfied with this statement.

Non-responsive content removed is already preparing a list of failures from 2010 for this

EA11003EN-01528[1]

purpose. Do we have a chance of obtaining a statement from VW Wob for the breakdown meeting by noon on Thursday, 09/23/10?

With best wishes

Non-responsive content removed

AUDI AG

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Sitz/Domicile: Ingolstadt

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From: Non-responsive content removed

Sent: Tuesday, September 21, 2010 2:43 PM

Non-responsive content removed

CP4.1 NRV with strainer

Dear Non-responsive content removed

I've heard from [redacted] that the introduction date for the strainer has been asked for as a result of the current breakdown situation.

It was planned for mid-2010. According to Bosch, the introduction tested positively at VW and the parts are available.

But [redacted] and I have not had any feedback from VW since July as to why the topic is stuck and when it will actually be deployed!

Regards

Non-responsive content removed

EA11003EN 01528[2]

Non-responsive content removed

From: Non-responsive content removed
Sent: Thursday, September 09, 2010 4:25 PM
To: Non-responsive content removed
Subject: ANS: CP4.1 NRV with strainer

AFAIK, the subject is currently up in the air for cost reasons.

Non-responsive content removed, please tell me what's going on.

With best wishes

Non-responsive content removed

From: Non-responsive content removed
Sent: Thursday, September 09, 2010 4:12 PM
To: Non-responsive content removed
Subject: FW: CP4.1 NRV with strainer

Hello Non-responsive content removed

I will be asked this question again soon as the final measure.
Have you received an answer from your colleagues or otherwise found out how things will continue?

Regards
Non-responsive content removed

From: Non-responsive content removed
Sent: Monday, August 16, 2010 10:33 AM

Non-responsive content removed

Subject: RE: CP4.1 NRV with strainer

Gentlemen,

Due to the current failure situation with the CP7 due to particles in the HPP, the item involving the introduction of a strainer is being followed with great interest in Gyor.

Has a deployment date been decided on?

EA11003EN-01528[3]

Please respond soon. Thank you.

Non-responsive content removed

From: Non-responsive content removed

Sent: Tuesday, July 20, 2010 3:45 PM

Non-responsive content removed

Subject: CP4.1 NRV with strainer

Non-responsive content removed

How was the vacation? I hope it was nice and relaxing!

Györ needs to know when the strainer will be used on the NRV. Please send your reply to the distribution list. Thank you.

With best wishes

Non-responsive content removed

AUDI AG

Non-responsive content removed

EA11003EN-01529[0]

From: Non-responsive content removed**To:****CC:****Date:** 9/22/2010 2:55:15 PM**Subject:** ANS: CP4.1 NRV with strainer

I have requested a status report from Non-responsive content removed

According to his information, the strainer was deployed across the board for the CP4.1 in WK 45/10.

With best wishes

Non-responsive content removed

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Registergericht/Court of Registry: Local District Court Ingolstadt

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From: Non-responsive content removed

Sent: Wednesday, September 22, 2010 10:06 AM

To: Non-responsive content removed

Subject: FW: CP4.1 NRV with strainer

Hello Non-responsive content removed

Can you answer this question, and escalate it?

Regards

Non-responsive content removed

From: Non-responsive content removed

Sent: Wednesday, September 22, 2010 7:54 AM

EA11003EN-01529[1]

Non-responsive content removed

Subject: ANS: CP4.1 NRV with strainer

Hello Mr. [Non-responsive content removed]

This subject was already presented to Mr. [Non-responsive content removed] and he will not be satisfied with this statement. Ms. [Non-responsive content removed] is already preparing a list of failures from 2010 for this issue. Do we have a chance of obtaining a statement from VW Wob for the breakdown meeting by noon on Thursday, 09/23/10?

With best wishes

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From: [Non-responsive content removed]

Sent: Tuesday, September 21, 2010 2:43 PM

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Re: CP4.1 NRV with strainer

Dear [Non-responsive content removed]

I've heard from [redacted] that the introduction date for the strainer has been asked for as a result of the

EA11003EN-01529[2]

current breakdown situation.

It was planned for mid-2010. According to Bosch, the introduction tested positively at VW and the parts are available.

But [REDACTED] and I have not had any feedback from VW since July as to why the topic is stuck and when it will actually be deployed!

Regards

Non-responsive content removed

AUDI HUNGARIA MOTOR Kft.
Non-responsive content removed

From: [REDACTED]
Sent: Thursday, September 09, 2010 4:25 PM
To: [REDACTED]
Subject: ANS: CP4.1 NRV with strainer

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[REDACTED] please tell me what's going on.

With best wishes

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Sent: Thursday, September 09, 2010 4:12 PM
To: [REDACTED]
Subject: FW: CP4.1 NRV with strainer

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Have you received an answer from your colleagues or otherwise found out how things will continue?

Regards

[REDACTED]
Sent: Monday, August 16, 2010 10:33 AM

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Subject: RE: CP4.1 NRV with strainer

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Regards

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AUDI HUNGARIA MOTOR Kft

Non-responsive content removed

From: Non-responsive content removed

Sent: Tuesday, July 20, 2010 3:45 PM

Non-responsive content removed

Subject: CP4.1 NRV with strainer

Hello Non-responsive content removed

How was the vacation? I hope it was nice and relaxing!

Győr needs to know when the strainer will be used on the NRV. Please send your reply to the distribution list. Thank you.

With best wishes

Non-responsive content removed

AUDI AG

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EA11003EN-01530[0]

From: Non-responsive content removed**To:****CC:****Date:** 9/23/2010 7:08:56 PM**Subject:** Re: Anti-wear measures for Bosch HPPs**Attachments:** [Status Einfuehrung RP s.PDF](#)

Hello

I have attached our latest information on this topic. The strainer and the anti-wear package will be introduced as soon as possible, but it is highly dependent on the volume. Commercial negotiations will continue tomorrow with Audi procurement, but will not produce a binding date in any case. The strainer in front of the intake valve was also confirmed by Bosch this week, starting with the U.S., and then as quickly as possible for the rest. The named mesh size has been tested and confirmed.

I believe my BlackBerry only forwarded you one page of this PDF, as I just discovered. Sorry.

Best regards,

Non-responsive content removed

>

>From: Non-responsive content removed

>Sent: Wednesday, September 22, 2010 5:06 PM

>To: Non-responsive content removed

>Cc:

>Subject: Anti-wear measures for Bosch HPPs

>

>Hello

>

>As discussed, here is the overhead:

>

>

>

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>

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>Volkswagen AG

Non-responsive content removed

>VOLKSWAGEN AG

>Sitz/Domicile: Wolfsburg

>Registergericht/Court of Registry: Amtsgericht Braunschweig/Local District Court Braunschweig

>HRB Nr./ Commercial Register No.: 100484

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

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

>Wichtiger Hinweis: The above information is automatically added to this e-mail.

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representation that the content of this e-mail is legally relevant and/or is intended to be legally binding upon VOLKSWAGEN AUDI AG.

>

Introduction of anti-wear measures for Bosch HPPs

CP4 for VW - 99. PM 9/7/2010

Implementation scenario for RP1, RP1+ anti-wear packages

Introduction of RP1 (incl. RS C2.1)

→ Conversion of following pump models to RP1: **D: from WK 40/2010**

- 03L 130 755 AA
- 03L 130 755 AB
- 03L 130 755 AE

Introduction of RP1+ (like RP1, but with RS C3.1)

→ Conversion of following pump models to RP1: **D: from 03/2011**

- 03L 130 755
- 03L 130 755 A
- 03L 130 755 D
- 03L 130 755 J
- 03L 130 755 AA
- 03L 130 755 AB
- 03L 130 755 AC
- 03L 130 755 AE
- 03L 130 755 AF

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BOSCH

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Introduction of anti-wear measures for Bosch HPPs

Conversion scenario AWP1 ⇒ RP1+

| Engine | Bosch TTno. | Audi / VW Part no. | RP0 | RP1 | OV-b | EOP | Replaced by... | | RP0 incl. opt. C layer | RP1 | Robust flange with collar bush | OV-b |
|-------------------|---------------|--------------------|-----|-----|------|-----|----------------|----------------|------------------------|-----|--------------------------------|------|
| | | | | | | | RB Part no. | Audi/VW TTno. | | | | |
| R4 2L EU5 | 0 445 010 507 | 03L 130 755 | - | - | - | - | - | - | - | - | X | - |
| R4 2L BIN5 | 0 445 010 508 | 03L 130 755 A | X | - | - | - | - | - | X | - | X | - |
| R4 2L CRS2.5 | 0 445 010 514 | 03L 130 755 D | - | - | - | - | - | - | - | - | X | - |
| R4 2L CRS2.5 BIN5 | 0 445 010 523 | 03L 130 755 F | X | - | - | ? | ...533 | 03L 130 755 AB | X | X | X | - |
| | | | | | | | ...535 | 03L 130 755 AE | X | X | X | X |
| R4 2L EU5 T5 | 0 445 010 520 | 03L 130 755 J | - | - | - | - | - | - | - | - | X | - |
| R4 2L CRS2.5 | 0 445 010 526 | 03L 130 755 L | - | - | - | ? | ...534 | 03L 130 755 AF | - | - | X | X |
| R4 2L CRS2.5 BIN5 | 0 445 010 527 | 03L 130 755 M | X | - | - | ? | ...532 | 03L 130 755 AA | X | X | X | - |
| R4 2L CRS2.5 Q5 | 0 445 010 529 | 03L 130 755 AC | - | - | X | - | - | - | - | - | X | X |

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Introduction of anti-wear measures for Bosch HPPs

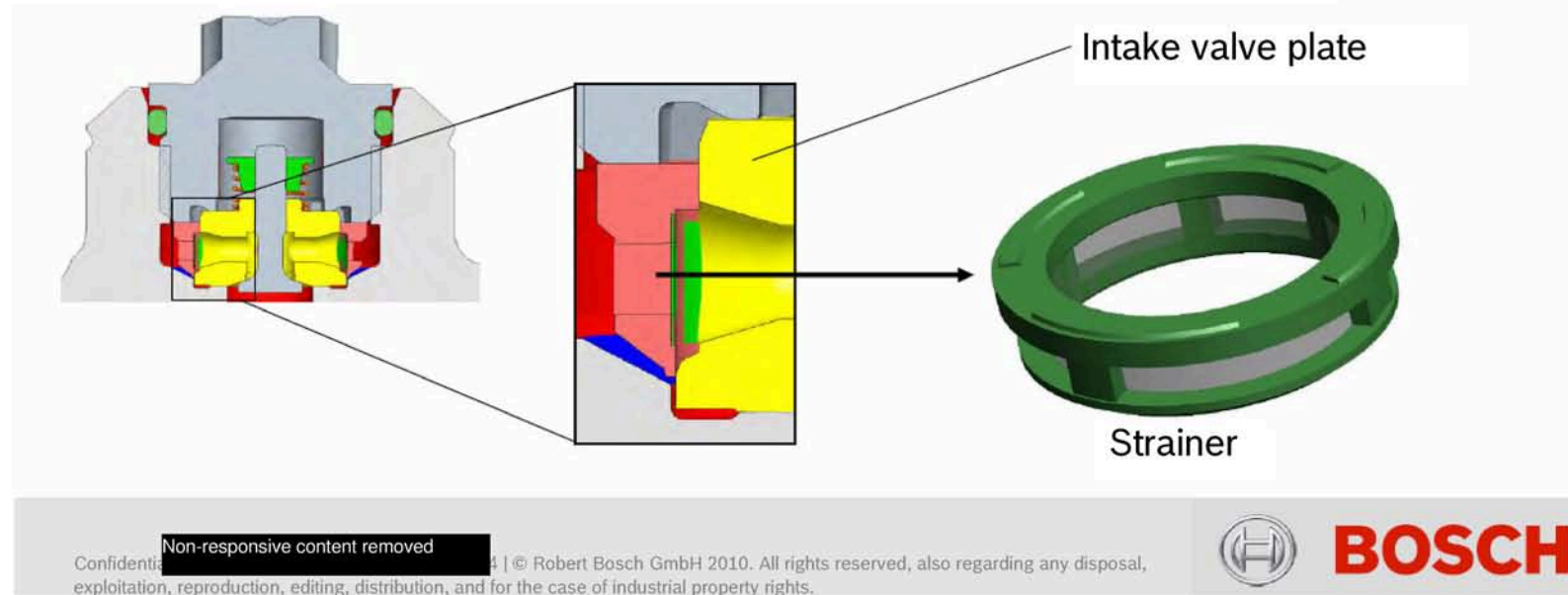
CP4 ÄAS DS-002039190 intake valve Introduction of screen in front of intake valve for CP4.1

4. Details

4.1 Introduction of screen in front of intake valve (DS-002 039 190)

Metal mesh screen (140 µm mesh size) with plastic connectors, pressed onto modified intake valve plate (see 4.2).

No changes to other parts (cylinder head, ...)



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BOSCH

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Introduction of anti-wear measures for Bosch HPPs

CP4 for VW - 99. PM 9/7/2010

(99A PG 21.09.10)

Summary of pump meeting 09/17/10

Decision status on subject of cleanliness:

- IV strainer will be introduced
Possible elimination if Bosch can demonstrate a better cleanliness level / lower failure rates due to the rinsing process
- Create schedule for introduction of strainer in U.S: pumps D: 9/24/2010
 - Models 508 (03L 130 755 A) and 533 (03L 130 755 AB)
 - Target introduction from WK 45
 - Mesh size 140 µm
- Create schedule for introduction of strainer across the board D: 10/8/2010
 - All models
 - Mesh size possibly < 140 µm
 - Test of new strainer variant required, including cold response
- Extension of TCD to E2010 D: 9/28/2010

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BOSCH

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To: Non-responsive content removed

CC:

Date: 1/19/2011 4:04:00 PM

Subject: RE: Breakdown meeting

Attachments: [Problemlattlang32019.pdf](#)
[Problemlattlang32023.pdf](#)

Hello Non-responsive content removed and colleagues from Györ,

I deny responsibility for solving these KPM items.

Responsibility for the corrective measures for the R4-C4 lies with Volkswagen, that is,

* Non-responsive content removed for Development WOB

* Non-responsive content removed for Quality Assurance SZ

The strainer for the intake valve against particles and the anti-wear package 1 against drivetrain damage were deployed in WK45/10 for the and BIN5 engines.

Introduction for the rest of the worldwide engines is/was scheduled around March 2011.

==> VW needs to tell us the current decision status.

Regards from NSU !!!

With best wishes

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AUDI AG

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From Non-responsive content removed

Sent: Wednesday, January 19, 2011 2:20 PM

To: Non-responsive content removed

EA11003EN-01532[1]

Subject: Re: Breakdown meeting
Importance: High

Hello [Non-responsive content removed]

We urgently require the current status of the 2 attached KPM items for tomorrow's breakdown meeting, with regard to the corrective measures.

AHM referred us to you; see mail from [Non-responsive content removed]

Could you please let us know the current status? Thanks in advance.

With best wishes

[Non-responsive content removed]

AUDI AG

[Non-responsive content removed]

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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

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

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From: [Non-responsive content removed]

Sent: Wednesday, January 19, 2011 1:07 PM

To: [Non-responsive content removed]

Cc:

Subject: RE: Breakdown meeting

Hello [Non-responsive content removed]

There are no more open orders for us for the specified items; I cannot update them in KPM.

EA11003EN-01532[2]

Therefore, here is the current information by mail:

5269403:

First measure (changed camera test) implemented and maintained in KPM.

The second (seal change) is still open. Drawings of the new seals have been created in the interim, we should receive sample parts in WK6.

(I don't know why the order is no longer active for us, but I can only read the item, not update it. If you can open it for me, I'd maintain it immediately.)

5245218 and 5193160:

This is really the same topic, soiling in the fuel system of the engine or the entire car, and the measure is the use of a strainer in the HPP.

It's already been deployed for the [REDACTED] and USA grades (as written in KPM), but the decision for 100% use (for all engine variants) is still open (VW does not want to agree for cost reasons). As [REDACTED] said and we agreed on with [REDACTED] back then, the driver of this topic is [REDACTED] from Ingolstadt, he always has the latest information. For this reason, [REDACTED] closed our orders here (and in the second case, he didn't open the order for us). I'm afraid we don't have any new information about the Audi-VW agreement.

Regards.

Non-responsive content removed

From: [REDACTED]
Sent: Wednesday, January 19, 2011 10:08 AM
To: [REDACTED]
Subject: Breakdown meeting
Importance: High

Hello [REDACTED]

As we discussed by phone.

I sent you KPM no. 5269403 yesterday.

The following KPM nos. are also on resubmission:

5245218 and 5193160

Thanks in advance!

EA11003EN-01532[3]

Regards,

Non-responsive content removed

With best wishes

Non-responsive content removed

AUDI AG

Non-responsive content removed

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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

Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael Dick,

Frank Dreves, Peter Schwarzenbauer, Thomas Sigi, Axel Strotbek

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

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Number 5193160 **Status** Measure defined

General

| | | | |
|-------------------------------|--|-----------------------------|--------------------------------|
| Short text | 003_V Engine does not start | Complaint plant | Ingolstadt, Audi AG |
| Entering plant | Ingolstadt, Audi AG | RSF | Non-responsive content removed |
| Entered by | Non-responsive content removed | Department | Non-responsive content removed |
| Department | Non-responsive content removed | Phone | Non-responsive content removed |
| Phone | Non-responsive content removed | Reporting/installing | Non-responsive content removed |
| Entry date | 6/10/2010 | Source | Loading |
| Description of problem | 003_V Engine does not start Initial analysis: High-pressure fuel pump only delivers 1 bar pressure (target: 200 bar) Cause: High-pressure fuel pump defective | | |
| Additional criteria | Red / 127 engine Fuel pump/lines MR / Assembly line 2 | | |

Error description

Fault pattern

| | | | |
|---------------------|-------------------------|-------------------|------------------|
| Fault object | High-pressure fuel pump | Fault type | without function |
| Location | | Conditions | |

Classification

| | | | | | |
|---------------------------------|--------------------------------------|------------------------|-----|------------------------------------|---|
| Assessment | 1 - Job-stopper potential, breakdown | Audit points | | NA effort per vehicle (min) | 0 |
| Number of vehicles/parts | 0 | Share per shift | 0.0 | Attachments | |

Fault objects

| | | | | | | | | | | | | | | | | | |
|----------------------|------------|-----------------------------|---------------------------------|-----------------------|------------|-------------------------------|-----|-----------------------|------------|-------------------------|------|------------------------|-----|-------------------------------|------|-------------------------|------|
| VIN | WAUZZZ8K9B | Registration number | 2120102320713 | Block letter | | Breakdown | No | Engine number: | CAG 395403 | Transmission no. | LLN | | | | | | |
| Vehicle model | 8K20QC | Name | A4 sedan TDI2.0 R4105 DPFM6S | Color | 1 | Number of damage cases | | Model year | 2011 | Engine ID | CAGA | Transmission ID | LLN | Transmission assy. no. | 0B1A | Engine assy. no. | 03LB |
| Engine ID | CAGA | DO | 189 | Cubic capacity | 1968 | Output: | 105 | | | | | | | | | | |
| GKB | LLN | Transm. nomenclature | ML311-6F | | | | | | | | | | | | | | |
| Part no. | 03L130755 | Name | HIGH-PRESSURE PUMP | QTS ref. | 0003683944 | Aff. qty | | | | | | | | | | | |



Activities

| | | | | | | | | |
|---|--------------------------|--------------------------------------|------------|----------------|----------|-------------|--------|----|
| 2. Immediate measure | Created on 11/18/2010 | OE Non-responsive content removed | Created by | | | | | |
| Decision for introduction of strainer in [redacted] and USA grades. Initial deliveries are already underway to AHM. Audi demands across-the-board introduction, decision at [redacted] meeting on 12/15 in WOB. | | | | | | | | |
| 1. Immediate measure | Created on 6/16/2010 | OE Non-responsive content removed | Created by | | | | | |
| 100 vehicles in yard checked. All OK | | | | | | | | |
| 1. 1 Immediate measure use | Created on 6/16/2010 | OE Non-responsive content removed | Created by | Actual use | | | | |
| | | | | 6/11/2010 | | | | |
| 1 Analysis completed | Created on 6/16/2010 | OE Non-responsive content removed | Created by | Causal factors | SE group | RD relevant | Repeat | |
| | | | | Group part | | | No | No |
| Engine could not be started during unloading of vehicle. No rail pressure. HPP was swapped out, vehicle was then OK. Engine ran OK at CT, all check parameters OK. No HT, no NA. Foreign particles within HPP blocked intake valve. | | | | | | | | |
| 1. 1 Measure defined | Created on 7/9/2010 | OE Non-responsive content removed | Created by | Target use | | | | |
| Cleanliness measures against particles during pump manufacturing have been summarized centrally at Bosch and are being handled as a focus. The measures are being coordinated centrally with QM by AHM. A strainer on the intake valve is planned as a permanent measure by 07/2010. The introduction of the strainer is dependent on verification runs in the vehicle. | | | | | | | | |

Problem sheet (long)



Number 5245218 Status Measure defined

General

| | | | |
|-------------------------------|---|-----------------------------|--------------------------------|
| Short text | 026_KC Vehicle does not start | Complaint plant | Ingolstadt, Audi AG |
| Entering plant | Ingolstadt, Audi AG | RSF | Non-responsive content removed |
| Entered by | Non-responsive content removed | Department | Non-responsive content removed |
| Department | | Phone | |
| Phone | | Reporting/installing | |
| Entry date | 9/17/2010 | Source | Customer center |
| Description of problem | 026_KC Vehicle does not start The cause was a defective high-pressure fuel pump; parts were refurbished in A3 engine reworking. QTS: 3767240 | | |
| Additional criteria | Red / 100 Engine Total / Function | | |

Error description

Fault pattern

| | | | |
|---------------------|--------------|-------------------|------------------|
| Fault object | Engine start | Fault type | without function |
| Location | | Conditions | |

Classification

| | | | | | |
|---------------------------------|--------------------------------------|------------------------|-----|------------------------------------|---|
| Assessment | 1 - Job-stopper potential, breakdown | Audit points | | NA effort per vehicle (min) | 0 |
| Number of vehicles/parts | 0 | Share per shift | 0.0 | Attachments | |

Fault objects

| | | | | | | | | | | | | | | | | | |
|----------------------|------------------------|-----------------------------|----------------------------|-----------------------|------|-------------------------------|-----|-----------------------|------------|--------------------------|------|--------------------------------|-----|-------------------------------|------|-------------------------|------|
| VIN | WAUZZZ8P0BA [redacted] | Registration number | 2120103624635 | Block letter | | BD | No | Engine number: | CFF 046375 | Transmission no. | MFSW | | | | | | |
| Vehicle model | 8PABRX | Name | A3 Sportb TDI2.0 R4103 DSG | Color | | Number of damage cases | 1 | Model year | 2011 | Engine identifier | CFFB | Transmission identifier | MSV | Transmission assy. no. | 02EB | Engine assy. no. | 03LL |
| Engine ID | CFFB | DO | 189 | Cubic capacity | 1968 | Output: | 103 | | | | | | | | | | |
| GKB | MSV | Transm. nomenclature | DQ250-6F | | | | | | | | | | | | | | |

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Activities

| | | | | | | | |
|---|-------------------|--------------------------------|-------------------|-----------------------|-----------------|--------------------|---------------|
| 1. Immediate measure | Created on | OE | Created by | | | | |
| | 9/21/2010 | Non-responsive content removed | | | | | |
| 100 2.0l TDI vehicles will be checked. | | | | | | | |
| 1 Analysis completed | Created on | OE | Created by | Causal factors | SE group | RD relevant | Repeat |
| | 11/18/2010 | Non-responsive content removed | | Under analysis | | No | No |
| Impurity | | | | | | | |
| 1. 1 Measure defined | Created on | OE | Created by | Target use | | | |
| | 11/18/2010 | Non-responsive content removed | | | | | |
| Decision for introduction of strainer in EU4 and <small>Non-responsive content removed</small> grades. Initial deliveries are already underway to AHM. Audi demands across-the-board introduction, decision at <small>Non-responsive content removed</small> meeting on 12/15 in WOB. | | | | | | | |

EA11003EN-01548[0]

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

Date: 2/2/2009 2:09:00 PM

Subject: ANS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Attachments: EHC_0458_V2_ [Redacted] Audi, CP4, Sondermaßnahmen USA Serienanlauf, 24 10-2008.ppt

Hello [Redacted]

The photo documentation of the product doesn't help at all if it is not accompanied by an additional sorting / assessment (that's also stated in the overhead)

And also:
100% special inspection of roller support with microscope!!!???

With best wishes

Non-responsive content removed

AUDI AG

Non-responsive content removed

From: Non-responsive content removed

Sent: Friday, January 30, 2009 5:12 PM

Non-responsive content removed

Subject: ANS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello [Redacted]

Starting Monday, we will introduce 100% photo documentation for the roller for the next 2000 pumps (model 0 445 010 613).

I incorrectly stated that we delivered 613 pumps with C2-coated roller ends. This is not the case !

Specifically, we had the option for a special release, through a change note, to convert the 613 pumps to a C2 coated roller end. This was rejected at the last CP4 technical meeting in 11/08, however.

I have attached the inspection point overhead again

Best regards / mit freundlichen Grüßen

Non-responsive content removed

EA11003EN-01548[1]

Robert Bosch GmbH

Non-responsive content removed

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

From: Non-responsive content removed

Sent: Tuesday, January 27, 2009 11:21 AM

Non-responsive content removed

Subject: Re: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello Non-responsive content removed

Unfortunately we did not manage the logistics figures by yesterday's conference call, but we had enough to discuss anyway.

Please check whether you

effective immediately, for approx. 2000 units

of pump 613 can introduce the following special tests, as written previously:

<<ANS: Failures USA (second construction lot USA)>>

**Very urgent !!
Thank you !!!**

Yours sincerely,

Non-responsive content removed

From: Non-responsive content removed

Sent: Monday, January 26, 2009 6:50 PM

To: Non-responsive content removed

Cc:
Subject: RE: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello Non-responsive content removed

I've received new delivery orders from Bratislava, which I have attached:

<<BIN5 2009-KW05.xls>>

Yours sincerely,

Non-responsive content removed

EA11000ENL0151010
Non-responsive content removed

From: Non-responsive content removed
Sent: Monday, January 26, 2009 6:07 PM
To: Non-responsive content removed
Cc: d
Subject: ANS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello Non-responsive content removed

Please send me the series blueprint for USA BIN5, thank you!

Yours sincerely,

Non-responsive content removed

AUDIAG

Non-responsive content removed
d

From: Non-responsive content removed
Sent: Friday, January 23, 2009 4:34 PM
To: Non-responsive content removed
Cc: ed
Subject: FW: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Non-responsive content removed

Could you please send the figures to Non-responsive content removed

Thank you

Non-responsive content removed

From: Non-responsive content removed
Sent: Friday, January 23, 2009 2:49 PM
To: Non-responsive content removed
Subject: Re: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello Non-responsive content removed

Please forward to the responsible program planner and send a copy to me.
Thank you.

Yours sincerely,

Non-responsive content removed

EA11003EN-01548[3]

AUDIAG

Non-responsive content removed

From: Non-responsive content removed
Sent: Friday, January 23, 2009 10:45 AM
To: Non-responsive content removed
Subject: RE: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

The requirements are attached:

<<OLE Object: Kép (metafájl)>>

From: Non-responsive content removed
Sent: Friday, January 23, 2009 8:13 AM
To: Non-responsive content removed
Subject: AHS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

[See subject !](#)

Yours sincerely,

Non-responsive content removed

AUDIAG

Non-responsive content removed

From: Non-responsive content removed
Sent: Thursday, January 22, 2009 5:53 PM
To: Non-responsive content removed
Subject: RE: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello Non-responsive content removed

Sorry, but I don't know what you mean.

Are there part numbers?

Yours sincerely,

Non-responsive content removed

EA Non-responsive content removed



Before printing, think about your responsibility

and commitment with the**ENVIRONMENT!**

From: Non-responsive content removed

Sent: Thursday, January 22, 2009 3:23 PM

To: Non-responsive content removed

Subject: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Importance: High

Dear Non-responsive content removed,

Can you please let me know the weekly delivery orders for the 2nd lot of USA vehicles (engine construction from WK06)?
Very urgent !!!!!!!

Yours sincerely,

Non-responsive content removed

AUDI AG

Non-responsive content removed

EA11003EN-01550[0]

From: Non-responsive content removed**To:****CC:****Date:** 2/5/2009 11:42:00 AM**Subject:** ANS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg**Attachments:** [WG_Hochdruckpumpen 059 130 755 AL für 2. Los BIN5-Motoren Q7 und Touareg.msg](#)Hello Non-responsive content removed

Are you aware that the production of the 2000 pumps began on Monday, Feb. 2?

You don't need to wait much longer with the decision.

Note: My specific inquiry to Bosch was on 27. Jan. ; the topic has been under discussion since 04/09 again!!!P.S.: It will be interesting to see what Non-responsive content removed says about this subject (the U.S. is his favorite topic; he personally decided that the vehicles would be fully fueled, for example, and that surely wasn't easy within the VW Group, when you consider that max. 40 liters can be filled on the assembly line).

With best wishes

Non-responsive content removed**From:** Non-responsive content removed**Sent:** Thursday, February 05, 2009 10:33 AMNon-responsive content removed**Subject:** Re: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and TouaregHello [redacted]Please let [redacted] know if you'll make it.

Caution: We are talking about the 2,000 U.S. pumps, not the special inspection point!

Thank you.

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

Non-responsive content removed

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

From: Non-responsive content removed
Sent: Thursday, February 05, 2009 10:27 AM
To: Non-responsive content removed
Subject: ANS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello Non-responsive content removed
Would it be possible for you to answer me?!

With best wishes

Non-responsive content removed

From: Non-responsive content removed
Sent: Monday, February 02, 2009 2:09 PM

Non-responsive content removed

Subject: ANS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello Non-responsive content removed

The photo documentation of the product doesn't help at all if it is not accompanied by an additional sorting / assessment (that's also stated in the overhead)

And also:
100% special inspection of roller support with microscope!!!???

With best wishes

Non-responsive content removed

AUDIAG

Non-responsive content removed

From: Non-responsive content removed
Sent: Friday, January 30, 2009 5:12 PM

Non-responsive content removed

Subject: ANS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

EA11003EN-01550[2]

Hello

Non-responsive content removed

Starting Monday, we will introduce 100% photo documentation for the roller for the next 2000 pumps (model 0 445 010 613).

I incorrectly stated that we delivered 613 pumps with C2 coated roller ends. This is not the case !

Specifically, we had the option for a special release, through a change note, to convert the 613 pumps to a C2 coated roller end. This was rejected at the last CP4 technical meeting in 11/08, however.

I have attached the inspection point overhead again

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

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

From Non-responsive content removed

Sent: Tuesday, January 27, 2009 11:21 AM

Non-responsive content removed

Subject: Re: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello

Non-responsive content removed

Unfortunately we did not manage the logistics figures by yesterday's conference call, but we had enough to discuss anyway.

Please check whether you **effective immediately, for approx. 2000 units of pump 613** can introduce the following special tests, as written previously:

<<ANS: Failures USA (second construction lot USA)>>

Very urgent !!

Thank you !!!

Yours sincerely,

Non-responsive content removed

EA11003EN-01550[3]

From: Non-responsive content removed
Sent: Monday, January 26, 2009 6:50 PM
To: Non-responsive content removed
Cc: [redacted]
Subject: RE: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello [redacted]

I've received new delivery orders from Bratislava, which I have attached:
<<BIN5 2009-KW05.xls>>

Yours sincerely,

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d

AUDI HUNGARIA MOTOR Kft.

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removed

From: Non-responsive content removed
Sent: Monday, January 26, 2009 6:07 PM
To: Non-responsive content removed
Cc: [redacted]
Subject: ANS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello [redacted]

Please send me the series blueprint for USA BIN5, thank you!

Yours sincerely,

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AUDI AG

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oved

From: Non-responsive content removed
Sent: Friday, January 23, 2009 4:34 PM
To: Non-responsive content removed
Cc: [redacted]
Subject: FW: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

[redacted]
Could you please send the figures to [redacted]

Thank you

EA11003EN-01550[4]

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From: [redacted]
Sent: Friday, January 23, 2009 2:49 PM
To: [redacted]
Subject: RE: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello [redacted]

Please forward to the responsible program planner and send a copy to me.
Thank you.

Yours sincerely,

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d

AUDI AG

Non-responsive content removed

From: [redacted]
Sent: Friday, January 23, 2009 10:45 AM
To: [redacted]
Subject: RE: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

The requirements are attached:

<<OLE Object: Kép (metafájl)>>

From: [redacted]
Sent: Friday, January 23, 2009 8:13 AM
To: [redacted]
Subject: ANS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

[See subject !](#)

Yours sincerely,

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AUDI AG

Non-responsive content removed

From: [redacted]
Sent: Thursday, January 22, 2009 5:53 PM
To: [redacted]
Subject: RE: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello [Non-responsive content removed]

Sorry, but I don't know what you mean.
Are there part numbers?

Yours sincerely,

[Non-responsive content removed]



Before printing, think about your responsibility

and commitment with the ENVIRONMENT!

From: [Non-responsive content removed]
Sent: Thursday, January 22, 2009 3:23 PM
To: [Non-responsive content removed]
Subject: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg
Importance: High

Dear [Non-responsive content removed]

Can you please let me know the weekly delivery orders for the 2nd lot of USA vehicles (engine construction from WK06)?
Very urgent !!!!!!!

Yours sincerely,

[Non-responsive content removed]

AUDI AG

[Non-responsive content removed]

EA11003EN-01551[0]

From: Non-responsive content removed

To:

CC:

Date:

Subject: RE: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Attachments: EHC_0458_V2 [redacted], Audi, CP4, Sondermaßnahmen USA Serienanlauf, 24 10-2008.ppt

Hello [redacted]

As the plant representative, please coordinate the subject: special measures 613 pumps & coordinate with production - thank you!

Best regards / mit freundlichen Grüßen

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Robert Bosch GmbH

Non-responsive content removed

Domicile: Stuttgart, Court of Registry: Local District Court Stuttgart, Commercial Register No. 14000;

Chairman of the Supervisory Board: Hermann Scholl; Management: Franz Fehrenbach, Siegfried

Dais;

Bernd Bohr, Rudolf Colm, Volkmar Denner, Gerhard Kümmel, Wolfgang Malchow, Peter Marks,

Peter Tyroller; Uwe Raschke

From: Non-responsive content removed

Sent: Monday, February 02, 2009 2:09 PM

Non-responsive content removed

Subject: ANS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello [redacted]

The photo documentation of the product doesn't help at all if it is not accompanied by an additional sorting / assessment (that's also stated in the overhead)

And also:

100% special inspection of roller support with microscope!!!???

With best wishes

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AUDI AG

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EA11003EN-01551[1]

From: Non-responsive content removed

Sent: Friday, January 30, 2009 5:12 PM

Non-responsive content removed

Subject: ANS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello

Starting Monday, we will introduce 100% photo documentation for the roller for the next 2000 pumps (model 0 445 010 613).

I incorrectly stated that we delivered 613 pumps with C2-coated roller ends.

This is not the case. !

Specifically, we had the option for a special release, through a change note, to convert the 613 pumps to a C2 coated roller end. This was rejected at the last CP4 technical meeting in 11/08, however.

I have attached the inspection point overhead again

Best regards / mit freundlichen Grüßen

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Robert Bosch GmbH

Non-responsive content removed

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

From: Non-responsive content removed

Sent: Tuesday, January 27, 2009 11:21 AM

Non-responsive content removed

Subject: RE: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello

Unfortunately we did not manage the logistics figures by yesterday's conference call, but we had enough to discuss anyway.

EA11003EN-01551[2]

Please check whether you **effective immediately, for approx. 2000 units of pump 613** can introduce the following special tests, as written previously:

<<RE: Failures USA (second construction lot USA)>>)

**Very urgent !!
Thank you !!!**

Yours sincerely,

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From: Non-responsive content removed
Sent: Monday, January 26, 2009 6:50 PM
To: Non-responsive content removed
Cc: ed
Subject: RE: High-pressure fuel pumps 059 130 755 AL for 2nd lotBIN5 engines Q7 and Touareg

Hello Non-responsive content removed

I've received new delivery orders from Bratislava, which I have attached:
<<BIN5 2009-KW05.xls>>

Yours sincerely,

Non-responsive content removed

AUDI HUNGARIA MOTOR Kft.

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From: Non-responsive content removed
Sent: Monday, January 26, 2009 6:07 PM
To: Non-responsive content removed
Cc:
Subject: ANS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello Non-responsive content removed

Please send me the series blueprint for USA BIN5, thank you!

Yours sincerely,

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AUDI AG

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EA11003EN-01551[3]

From: [Redacted]
Sent: Friday, January 23, 2009 4:34 PM
To: Non-responsive content re
Cc: moved
Subject: FW: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

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Could you please send the figures to [Redacted]

Thank you

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From: [Redacted]
Sent: Friday, January 23, 2009 2:49 PM
To: [Redacted]
Subject: RE: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello [Redacted]

Please forward to the responsible program planner and send a copy to me.
Thank you.

Yours sincerely,

Non-responsive content removed

AUDI AG

Non-responsive content removed

Sent: Friday, January 23, 2009 10:45 AM
To: [Redacted]
Subject: RE: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

The requirements are attached:
<<OLE Object: Kép (metafájl)>>

From: Non-responsive content removed
Sent: Friday, January 23, 2009 8:13 AM
To: Non-responsive content removed

Subject: ANS: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

See subject !

Yours sincerely,

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EA11003EN-01551[4]

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AUDI AG

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From: Non-responsive content removed

Sent: Thursday, January 22, 2009 5:53 PM

To: ()

Subject: RE: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and Touareg

Hello Non-responsive content removed

Sorry, but I don't know what you mean.

Are there part numbers?

Yours sincerely,

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AUDI HUNGARIA MOTOR Kft.

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Before printing, think about your responsibility

and commitment with the **ENVIRONMENT!**

From: ()

Sent: Thursday, January 22, 2009 3:23 PM

To: ()

Subject: High-pressure fuel pumps 059 130 755 AL for 2nd lot BIN5 engines Q7 and

Touareg

Importance: High

Dear Non-responsive content removed

Can you please let me know the weekly delivery orders for the 2nd lot of USA vehicles (engine construction from WK06)?

Very urgent !!!!!!!

Yours sincerely,

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EA11003EN-01551[5]

AUDI AG

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