

From: Non-responsive content removed

To:

CC:

Date: 10/24/2008 11:17:00 AM

Subject: ANS: Q campaign [redacted] for 10/27/2008

Attachments: [redacted] [_iste Triebwerksschäden CP4 24 10 08.xls](#)
[EHC_0444_V2 \[redacted\] Audi CP4 Entwicklungsaktivitäten zur Reduktion von Triebwerksschäden, 22-10-2008.ppt](#)
[20081024110635241.pdf](#)
[Übersicht HDP.pdf](#)
[EHC_0443 \[redacted\] Audi CP4 Fertigungsaktivitäten zur Reduktion von Triebwerksschäden, 20-10-2008.pdf](#)

Hello [redacted]

I normally don't send internal documents to external companies, especially when I don't know them, and particularly no confidential documents.

I hope that the VW colleagues can send me an e-mail subsequently to confirm that this is OK. Until now, the documents regarding the VW Q campaign have always been sent to [redacted]

I have attached the following documents on the Q campaign:

- * Several illustrations of the pump
- * Our failure list with various graphical analyses (see folders)
- * The production measures at Bosch (they have largely been integrated in the Q campaign minutes; slide 4 is missing)
- * The development measures at Bosch (missing in the Q campaign minutes)
- * The handwritten supplements to the Q campaign minutes.

>With best wishes >

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AUDI AG

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Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

EA11003EN-01445[1]

HRB Nr./Commercial Register No.: 1

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

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

Important Notice: The above information is automatically added to this e-mail. 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 upon AUDI AG.

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>From: Non-responsive content removed

>Sent: Friday, October 24, 2008 9:41 AM

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>Subject: Q campaign [redacted] for 10/27/2008

>Importance: High

>

>Gentlemen,

>

>I need your presentation documents from the briefing with [redacted] for the Q campaign on
10/27/2008.

>

>Please send me the presentation documents by 1 p.m. today.

>If you are unable to send me the documents, please let me know. >

>

> < File: Agenda_q_offensive_diesel_2008_10-27.pdf >> < File:
Agenda_pl_powertrain_2008_10-27.pdf >>

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>

>Thanks in advance.

>

>Best regards / mit freundlichen Grüßen

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>IAV GmbH Gifhorn

>

>On behalf of:

>

>Volkswagen AG

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>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

EA11003EN-01445[2]

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



>

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



>Important Notice: The above information is automatically added to this e-mail. 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 upon VOLKSWAGEN AG.

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	<h2 style="margin: 0;">Agenda</h2> <h3 style="margin: 0;">Diesel engine Q campaign</h3>	
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<p>on: 10/27/2008</p>	<p>Location: Non-responsive content removed</p>	<p>08:30 - 10:05 AM</p>

<p>8. 9:20 AM 9:30 AM</p>	<p>2374</p>	<p>Diesel high pressure pump</p> <p>Problem number: 2514165 Status: 0 running time: 3 weeks Customer complaint: Engine does not start, suddenly stops Repair shop determination: No pressure in fuel rail, metallic shavings in fuel system Introduction as upcoming point and item for editorial meeting - [REDACTED] has requested AUDI to report on this in the Diesel quality campaign on 09/08/08 The 2.0l CR engines could potentially be affected by this issue. => Presentation of current status and next</p> <p>There are currently corresponding PCCs in four markets. Appropriate measures have been initiated to correct known failure patterns. Additional optimizations to be introduced at suppliers and are expected to be effective. Fuel examinations & fuel particularities</p> <p>1. Water Estimation: unlikely; however, 1 pump found with visible corrosion 1.1) Action: Reproduction attempt with splash water; result: no drivetrain damage, slight traces of tarnishing in housing 1.2) Action: Replication attempt with continual water entry (30% water) Result: drivetrain damage after a few minutes 1.3) Action: WCF attempt with 1% water/salt solution & subsequent continued operation with EN590 Result: Pitting on the roller -> in case of continue run, likely drivetrain damage</p> <p>2. Fuel from [REDACTED] Estimation: probably in combination with other influencing factors 2.1) Action: Carry out research on fuel peculiarities in [REDACTED] Result: Use of ethanol fuels in [REDACTED] previously exclusively for buses with oil-lubricated drivetrain pumps 2.2) Action: Obtain fuel samples from failure map D: 10/24/08 Result: TBD 10 samples from various filling stations / brands analyzed, nothing particular of note; some samples were investigated in more detail. 2.3) Action: Analysis of fuel from failed pumps. D: ongoing by Audi, RB Result: No striking features to date 2.4) Action: Analysis of fuel deposits Result: No deposits found to date!</p> <p>3) Fuel from [REDACTED] Estimation: probably in combination with other influencing factors 3.1) Action: Research particularities of fuel in [REDACTED] D: 10/20/08 by [REDACTED] Result: Only one Conoco refinery (jet); likely use of biodiesel from animal fats. Analysis of leftover fuel in [REDACTED] pump, D: WK 45 3.2) Action: Endurance run with non-OK Roller & GDK650 result: Failure after 35 hours with final turned tappet 3.3) Action: additional endurance runs with production abnormalities (priority A, see endurance run overview) Result: 2 pieces WK 46 4) Air in fuel</p>	<p>EA896 3.0l 176kW</p> <p>I: 9/1/2008 A: 9/1/2008 I: 9/1/2008</p>	<p>Non-responsive content removed</p>
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 VOLKSWAGEN <small>ARTIENGESELLSCHAFT</small>	<h2 style="margin: 0;">Agenda</h2> <h3 style="margin: 0;">Diesel engine Q campaign</h3>	
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 on: 10/27/2008 Location: Non-responsive content removed 08:30 - 10:05

Estimation: unlikely; however, air was found in the pump intake for a leased Q7.
 4.1) Action: Replication test with high air proportion
 Result: no power train damage, but high degree of foam formation
 4.2) Action: Research with Audi series electric fuel pump & filter - Result: Inline EFP can take in air via the filter
 Recommendation: Verify LPC layout design with borderline components. R: Audi

4.3) Action: Endurance run with defined air entry (priority B, see endurance run overview)
 5) Belt tension too low (not OK)
 Estimation: unlikely; however, in two US Q7s that experienced failure incidents, W19 tension pulleys were found instead of W24. Additional analyses are ongoing; the results are still to be determined.
Test: EU5 engine with W19 and W24 tension pulley measured + 100 hour reso run. 1. Assessment identified no peculiarities; pump disassembled, Report WK 45

provided an illustration of affected fuel pumps; this is to be forwarded to [redacted]
 It is assumed that there is no single cause for the defective fuel pumps, but that, rather, several unfortunate factors are coinciding.
 => Forward the presented illustration to Mr [redacted]
 => Examination of fuel pumps for 4-cylinder engines
 => Presentation of the currently open analysis results and presentation of current status and how to proceed
 => Examination of fuel pumps for 4-cylinder engines



Failure hypothesis:
 "Drivetrain damage due to combination of stiff roller (in this instance, fusing on the rollers) in combination with country-specific peculiarities (in this instance, fuel) "through a replication test
 Procedure:
 CP4.2 W19 BIN5 with fusing on the rollers (rejects from straight-edge test; followed by friction coefficient test OK) set up & operated with poor-lubricity fuel GDK 650 (HFRR 650 µm)
 Result
 Drivetrain damage after 35 hours of operation
 Note
 The drivetrain task force executed several similar tests with EN590, although only a single case of drivetrain damage occurred.
 Conclusion:
 Result confirms the failure hypothesis. Pumps manufactured prior to the introduction of the straightedge test (04/072008) can--in combination with poor lubricity--experience failures.
 Task force activities to reduce drivetrain failures
 1) Metal spatters on roller support (RS)
 1.1) Prevention of metal spatters
 Graphite/boron nitride covering on holders in C layer coating system
 -Test new system (done)
 -2-day production/major test WK 43 dun --> Result?
 - If test is successful, planned introduction in WK 48
 1.2) Recognizing metal spatters
 - Feasibility study for objective measurement processes (done)
 - Two offers of camera monitoring during testing, major trial under series conditions required for evaluation purposes (avoidance of pseudo scrap)
 - Order of favored solution for 1st line in FeP planned by WK 44, implementation then expected by 09/04
 - Currently 2 x visual check (after finishing and

I: 9/8/2008

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A: 9/29/2008
 I: 9/29/2008

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	<h2 style="margin: 0;">Agenda</h2> <h3 style="margin: 0;">Diesel engine Q Campaign</h3>	
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<p>on: 10/27/2008</p>	<p>Location: Non-responsive content removed</p>	<p>08:30 - 10:05</p>

	<p>friction coefficient test) during operation</p> <p>2) Avoidance of C layer removal during washing/ transport, RS</p> <ul style="list-style-type: none"> - New wash/transport frame for first 100 (done) - Full changeover, WK 43 (done) <p>3) Avoidance of C layer removal during pressing, RS in tappet body TB</p> <ul style="list-style-type: none"> - Peeling particles of from the C layer on RS are transferred during frictional coefficient measurement and can lead to early damage. <p>The following potential remediation measures are currently being assessed:</p> <ul style="list-style-type: none"> - Optimization of C layer adhesion - Avoiding C coating <p>Schedule of activities C particles carryover to roller support</p> <p>Examination of one batch of RS (480) before press-in process</p> <p>Striking features, flaking, peculiarities under microscope - WK 40 done</p> <p>Feasibility examination "brushing" the RS surface after C coating WK 44</p> <p>Analysis of identified C layer bulge. Carry out a FIP section WK 43</p> <p>Change of RS pick-up tool when pressing in tappet-body: reduced support surface, better coverage. Feasibility study of elimination of coating on RS surface WK 48</p> <p>Bosch slide 4 missing!</p> <p>The analyses of VW failures should be communicated to AUDI.</p> <p>14 of the 4-cylinder pumps have arrived in [redacted] for analysis.</p> <p>First filling:</p> <p>[redacted] has visited certain factories (not Skoda) and identified potential weaknesses in Emden in regards to startup specifications (initial startup, initial start times).</p> <p>PDM:</p> <p>The instruction should, by default, be provided to all plants as a one-page document (mandatory manufacturing document - PDM).</p> <p>[redacted] will contact [redacted] about this topic.</p> <p>=> Presentation of analysis results</p> <p>=> Presentation of meeting results between [redacted]</p>	<p>i: 9/29/2008</p> <p>A: 9/29/2008</p> <p>A: 9/29/2008</p>		<p>Non-responsive content removed</p>
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Table with columns: Keyword - Failure location, Failure count, Veh. no., Part no., Audit/VW, RB no., QTS- /AV3 no., IODS no., OMM3 Pump in FeP, Task Force no., Failure location, Sampling Q-A/L, Veh. plant, Hot test, Cold test, Non-responsive content removed, Engine, Pump plant, ML pump, DM pump, DM Veh, Reg Date, Failure/acceptance Date, Rep Date, Mileage, Roler No, Right roller 2 gears, Additional information, TB Cat, Fuel sample, Result of findings / comment.

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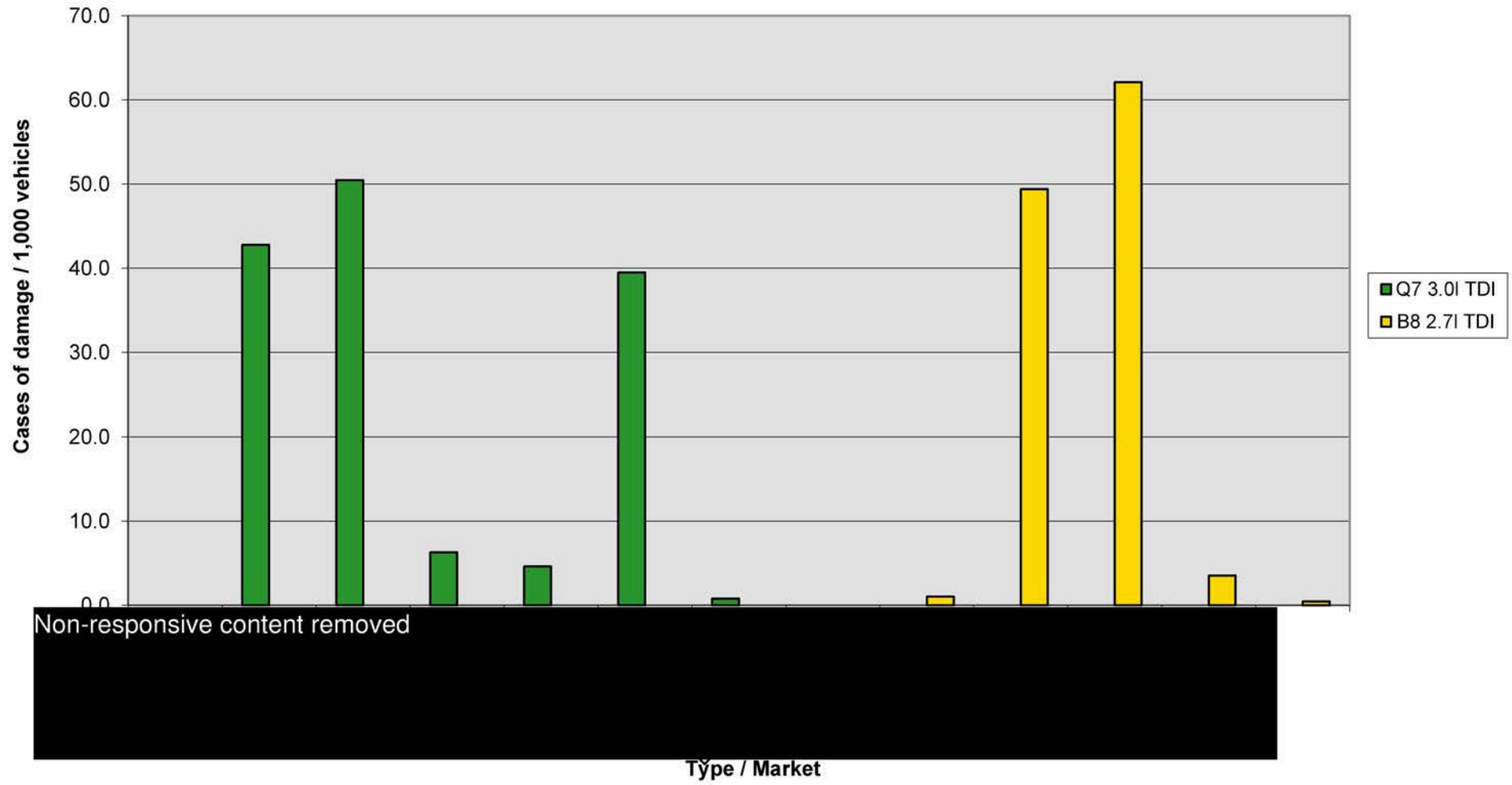
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Vehicle failures in the field on

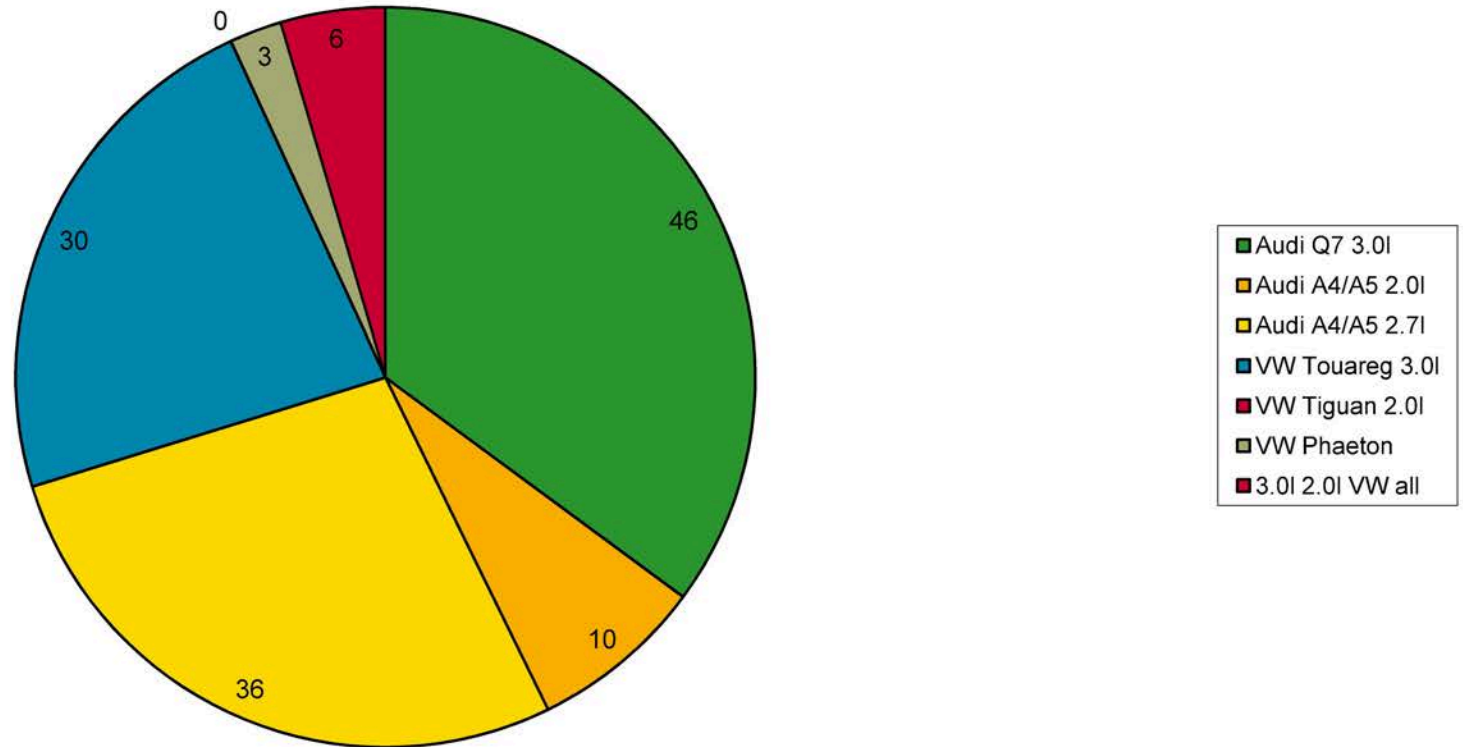
Model	Engine	Market	Failures	Total	Delivery volume Vehicles SOP - June 08	First vehicle delivery in the market	Failure quota per million to June 08	Factor above average in comparison worldwide	Factor above average in comparison Germany	Remark
Audi Q7 3.0l	3.0l	worldwide		46	19,344		2.4	---		
		Non-responsive content removed	0		5,685		0.0			
			8		187		42.8	18	#DIV/0!	
			16		317		50.5	21	#DIV/0!	
			3		477		6.3	3	#DIV/0!	
			9		1,954		4.6	2	#DIV/0!	
			3		76		39.5	17	#DIV/0!	
			2		2,612		0.8			
			2		?					1 veh. 2 failures
			1		?					
			1		?					
		1		?						
Audi A4/A5 2.0l	2.0l			10	87,660		0.1			
			6		24,813		0.2			
			2							
			1		1,724		0.6	5	2	
			1		1,225		0.8	7	3	
Audi A4/A5 2.7l	2.7l			36	18,516		1.9			
			6		5,899		1.0			
			12		243		49.4	25	49	
			10		161		62.1	32	61	
			7		1,985		3.5	2	3	
			1		2,329		0.4			
Audi A4/A5 3.0l	3.0l			1	?					
			0		?					
			1		?					
VW Phaeton 3.0l	3.0l			3	2,807		0.0			Late damage, poor ventilation in 06/07?
			1							
			2							
VW Touareg 3.0l	3.0l			30	13,266		2.3			
			1		4,780		0.2			
			6		141		42.6	19	203	Suspicion of proportion of biodiesel in [REDACTED]
			7		1,112		6.3	3	30	
			5		789		6.3	3	30	
			5		?					
			5		2,437		2.1	1	10	
			1		?					
VW Passat 2.0l	2.0l VW all			6						
			0							
			1							
VW Tiguan 2.0l	2.0l				18,752		#VALUE!			
			1		?					
			2		?					
VW Jetta 2.0l	2.0l	USA								
			2		?					
AudiA4/A5	unknown	Non-responsive content removed								
	unknown									
	unknown									
Field total			132							

	Qty.	Deliveries	Failure rate (per mill.)
Non-responsive content removed	31	2295	13.5
	33	478	69.0
	3	477	6.3
	24	5051	4.8
	#VALUE!	62736	#VALUE!

Failure rate in critical markets CP4
(SOP - June 2008)

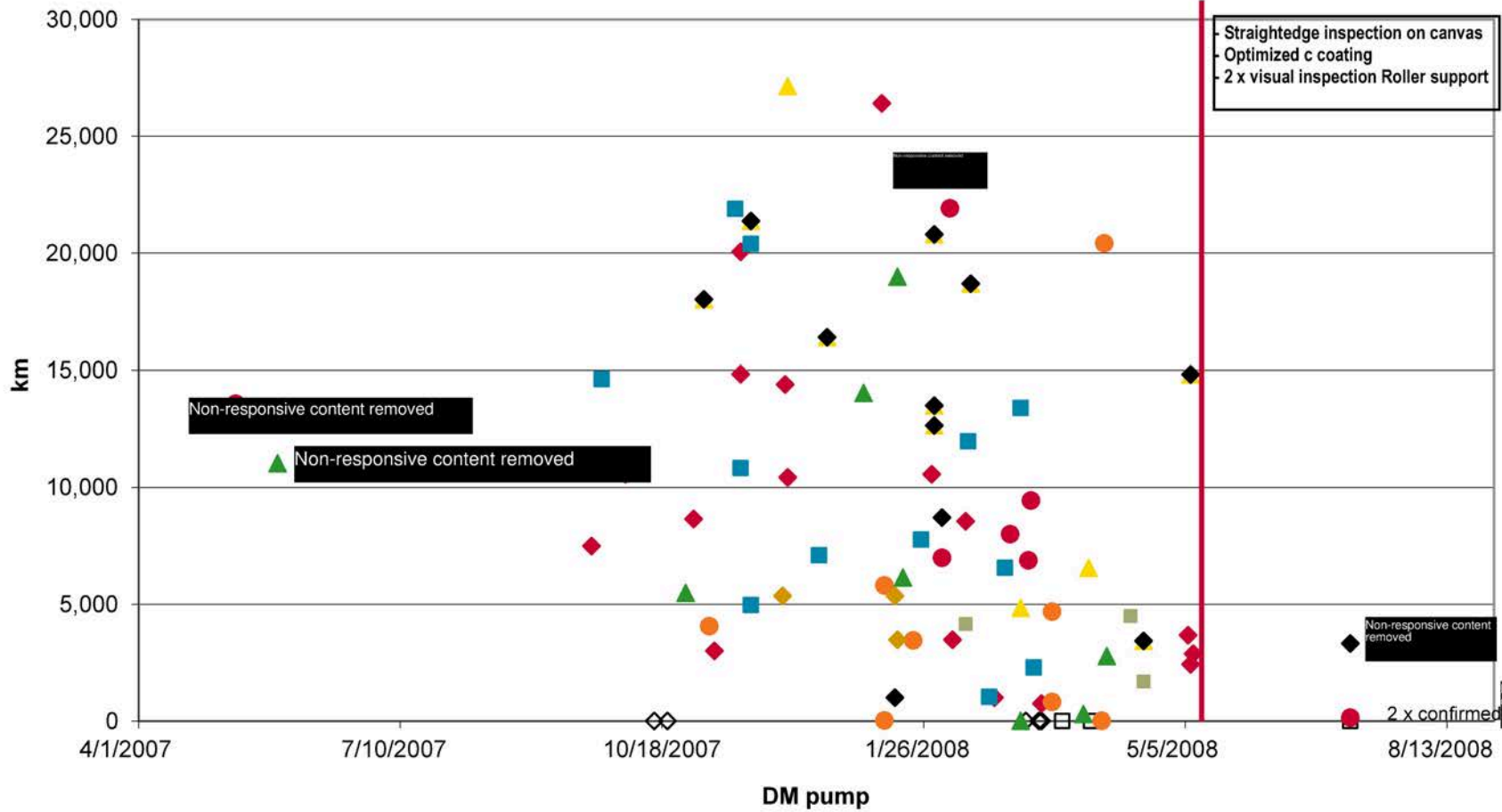


Number per model / engine
(without individual cases)

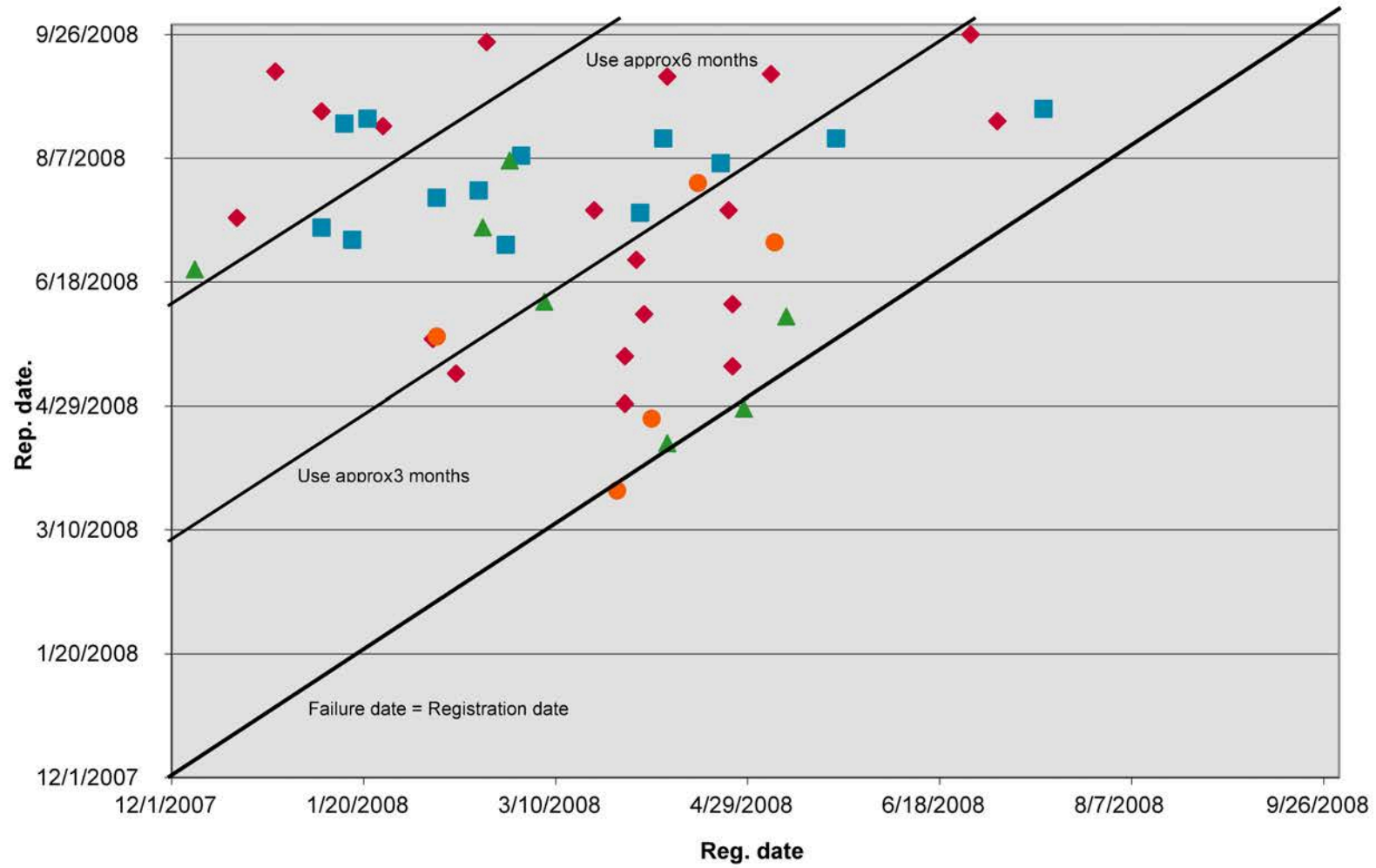


km over DM
(field failures, analyzed pumps only)

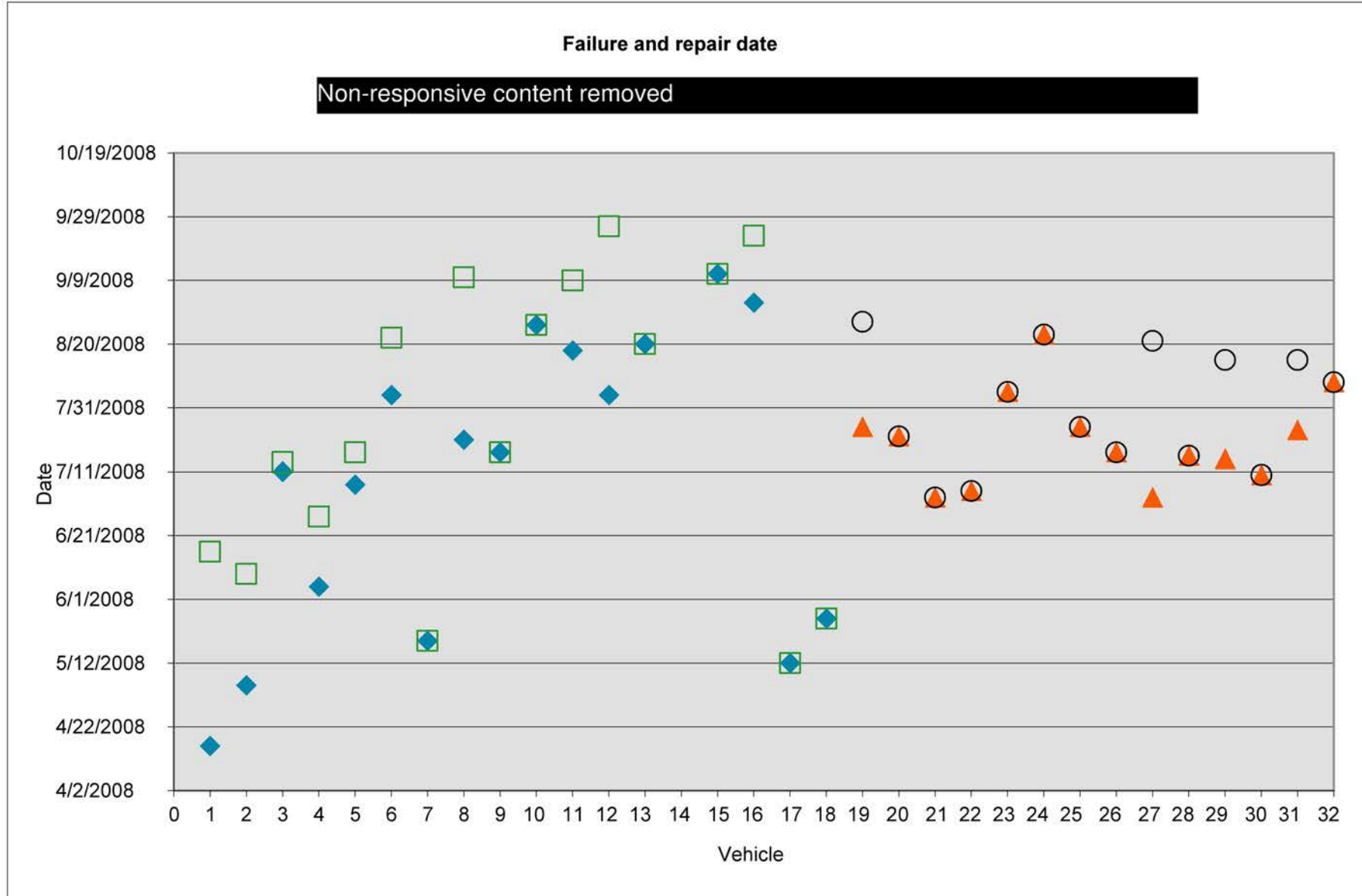
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Reg. date over rep. date
(received pumps only)



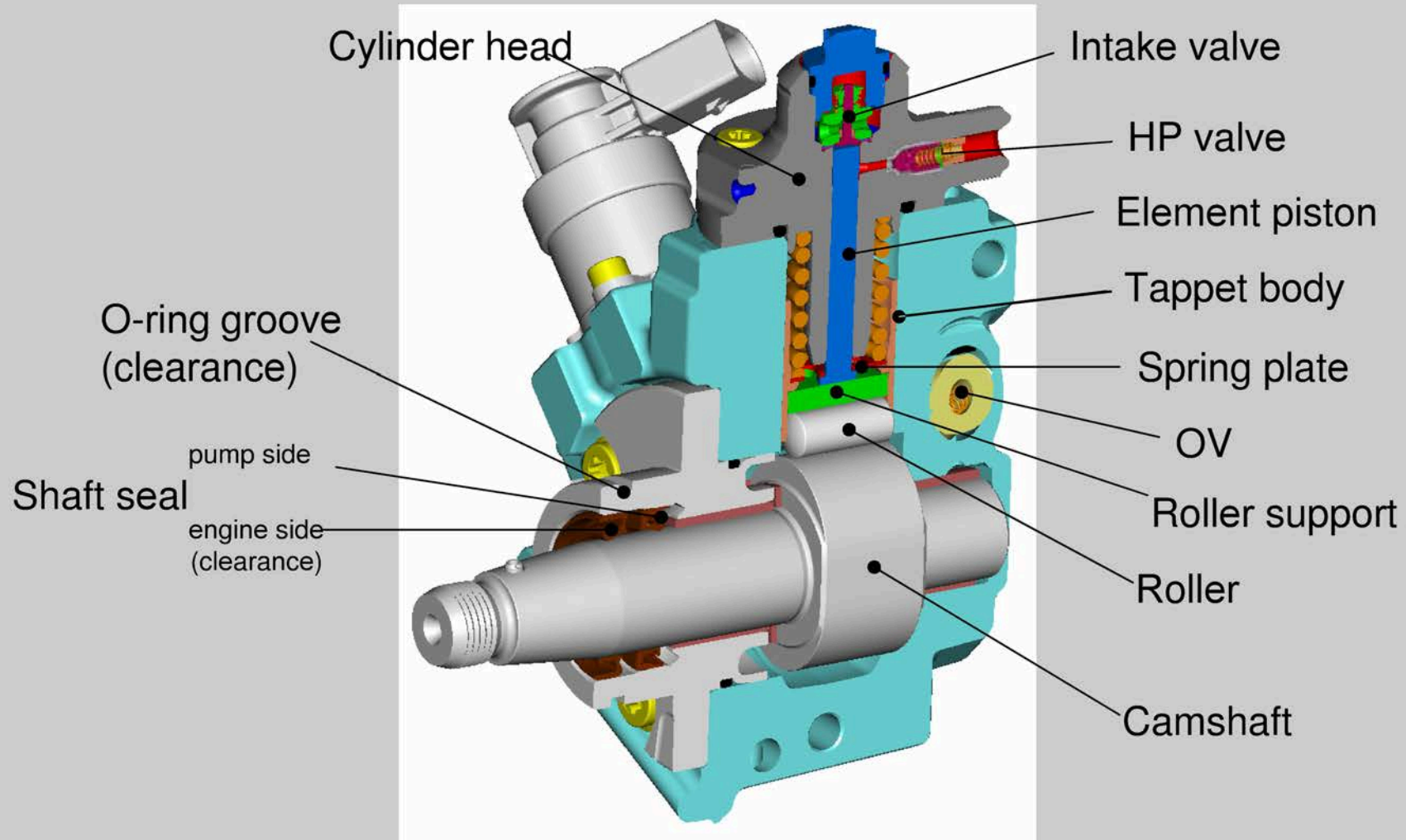
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Audi A4 / A5 CR High pressure fuel pump CP4 failure focuses



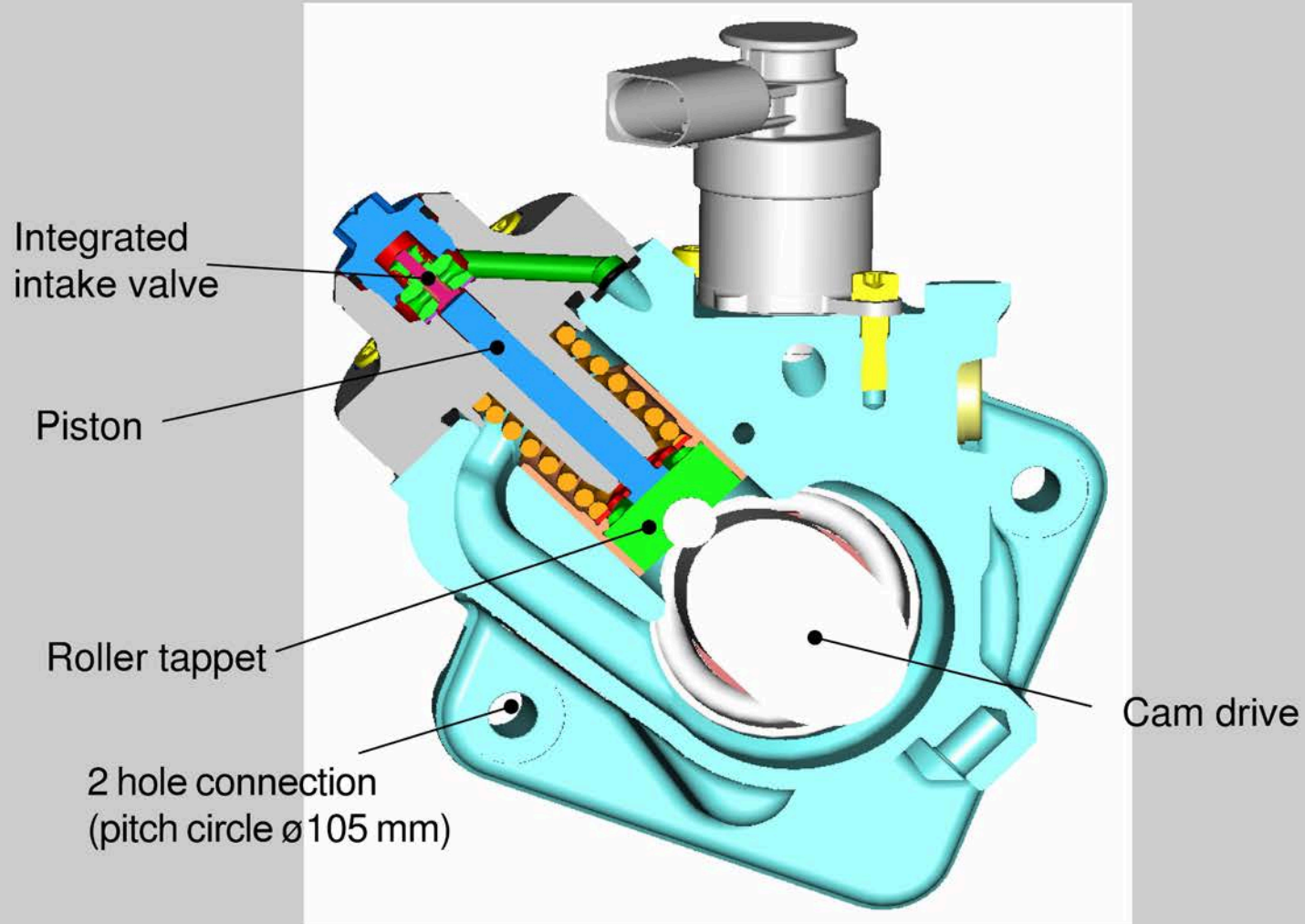
Technical information CP4.1



Audi A4 / A5 CR High pressure fuel pump CP4 failure focuses

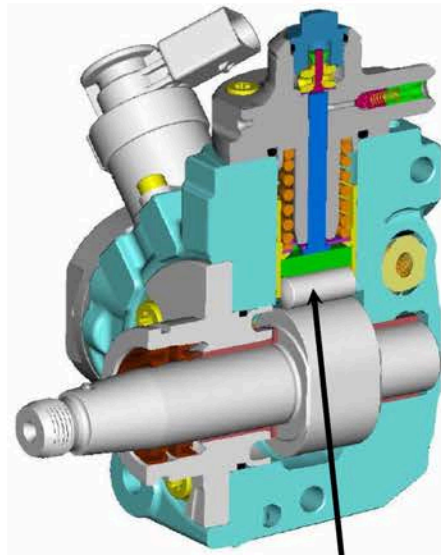


Technical information CP4.1





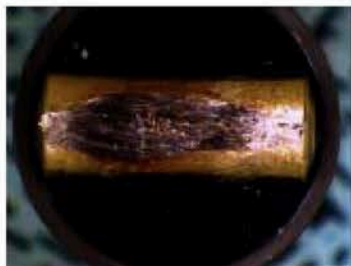
High pressure fuel pump CP4.2





Right roller tappet



Left roller tappet





 <small>ARTIFIZIELLE GESELLSCHAFT</small>	<h2 style="margin: 0;">Agenda</h2> <h3 style="margin: 0;">Diesel engine Q campaign</h3>	
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 on: 10/27/2008 Location: Non-responsive content removed 08:30 - 10:05

<p>8. 9:20 AM 9:30 AM</p>	<p>2374</p>	<p>Diesel high pressure pump</p> <p>Problem number: 2514165 Status: 0 Running time: 3 weeks Customer complaint: Engine does not start, suddenly stops Repair shop determination: No pressure in fuel rail, metallic shavings in fuel system Presentation as upcoming point for editorial meeting [redacted] has requested AUDI to report on this in the diesel quality campaign on 09/08/08 The 2.0l common rail engines could potentially be affected by this issue. => Presentation of current status and next There are currently corresponding PCCs in four markets. Appropriate measures have been initiated to correct known failure patterns. Additional optimizations to be introduced at suppliers and are expected to be effective. Fuel examinations & fuel particularities</p> <p>1. Water Estimation: unlikely; however, 1 pump found with visible corrosion 1.1) Action: Reproduction attempt with splash water; result: no drivetrain damage, slight traces of tarnishing in housing 1.2) Action: Replication attempt with continual water entry (30% water) Result: drivetrain damage after a few minutes</p> <p>1.3) Action: WCF attempt with 1% water/salt solution & subsequent continued operation with EN590 Result: Pitting on the roller -> if run further, likely Drivetrain damage</p> <p>2. Fuel from [redacted] Estimation: probably in combination with other influencing factors 2.1) Action: Carry out research on fuel peculiarities in [redacted] Result: Use of ethanol fuels in [redacted] previously exclusively for buses with oil-lubricated drivetrain pumps 2.2) Action: Obtain fuel samples from failure map 10/24/08 [redacted] Result: TBD 2.3) Action: Analysis of fuel from failed pumps. D: ongoing by Audi, RB Result: No striking features to date 2.4) Action: Analysis of fuel deposits. D: 10/13/08 by [redacted]</p> <p>3) Fuel from [redacted] Estimation: probably in combination with other influencing factors 3.1) Action: Research particularities of fuel in [redacted] D: 10/20/08 by [redacted] Result: TBD 3.2) Action: Endurance run with non-OK Roller & GDK650 result: Failure after 35 hours with final turned tappet 3.3) Action: additional endurance runs with production abnormalities (priority A, see endurance run overview) 4) Air in fuel</p>	<p>EA896 3.0l 176kW</p> <p>I: 9/1/2008 A: 9/1/2008 I: 9/1/2008</p>	<p>Non-responsive content removed</p>
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 VOLKSWAGEN <small>ARTIENGESELLSCHAFT</small>	<h2 style="margin: 0;">Agenda</h2> <h3 style="margin: 0;">Diesel engine Q campaign</h3>	
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Estimation: unlikely; however, air was found in the pump intake for a leased Q7.

4.1) Action: Replication test with high air proportion
 Result: no power train damage, but high degree of foam formation

4.2) Action: Research with Audi series electric fuel pump & filter - Result: Inline electric fuel pump can take in air via the filter
 Recommendation: Verify NDKL layout design with borderline components. R: Aud [redacted]

4.3) Action: Endurance run with defined air entry (priority B, see endurance run overview)

55) Belt tension too low (not OK)
 Estimation: unlikely; however, in two US Q7s that experienced failure incidents, W19 tension rollers were found instead of W24
 Additional analyses are ongoing; the results are still to be determined.
 [redacted] provided an illustration of affected fuel pumps; this is to be forwarded to [redacted]

It is assumed that there is no single cause for the defective fuel pumps, but that, rather, several unfortunate factors are coinciding.

=> Forward the presented illustration to [redacted]
 => Examination of fuel pumps for 4-cylinder engines
 => Presentation of the currently open analysis results and presentation of current status and how to proceed
 => Examination of fuel pumps for 4-cylinder engines

Re. 3.1:
 "Drivetrain damage due to combination of stiff roller (in this instance, fusing on the rollers) in combination with country-specific peculiarities(in this instance, fuel) through a replication test

Procedure:
 CP4.2 W19 BIN5 with fusing on the rollers (for rejects from straight-edge test; followed by friction coefficient test OK) set up & operated with poor-lubricity fuel GDK 650 (HFRR 650 µm)

Result
 Drivetrain damage after 35 hours of operation

Note
 The drivetrain task force executed several similar tests with EN590, although only a single case of drivetrain damage occurred.

Conclusion:
 Result confirms the failure hypothesis. Pumps manufactured prior to the introduction of the straightedge test (04/072008) can--in combination with poor lubricity--experience failures.

Task force activities to reduce drivetrain failures

1) Metal spatters on roller support (RS)

1.1) Prevention of metal spatters
 Graphite/boron nitride covering on holders in C layer coating system



- Test new system (done)
- 2-day production/major test planned D: under discussion
- If test is positive, introduction planned D: under discussion

1.2) Recognizing metal spatters

- Feasibility study for objective measurement processes (done)
- Two offers of camera monitoring during testing, major trial under series conditions required for evaluation purposes (avoidance of pseudo scrap)
- Order of favored solution for 1st line in FeP planned by WK 44, implementation then expected by 09/04
- Currently 2 x visual check (after finishing and

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 A: 9/29/2008
 I: 9/29/2008

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 <p>VOLKSWAGEN AKTIENGESELLSCHAFT</p>	<h2 style="text-align: center;">Agenda</h2> <h3 style="text-align: center;">Diesel engine Q campaign</h3>	
<p>Non-responsive content removed on: 10/27/2008 Location: [REDACTED] 08:30 - 10:05</p>		

	<p>friction coefficient test) during operation 3) Avoiding of C-layer carryover when rail system washing/transport - New wash/transport frame for first 100 (done) - Full changeover, calendar week 42 3.1) Avoiding of C layer carryover when pressing in RS to tappet body TB - Peeling particles of from the C layer on RS are transferred during frictional coefficient measurement and can lead to early damage. The following potential remediation measures are currently being assessed: - Optimization of C layer adhesion - Avoiding C coating Draw up a schedule for further procedures WK39 Schedule of activities C particles carryover to roller support Examination of one batch of RS (480) before press-in process Striking features, flaking, peculiarities under microscope feasibility examination "brushing" the RS surface after C coating WK 44 Analysis of identified C layer bulge. Carry out FIP section WK 43 Change to RS retaining tool when inserting the tappet body - smaller support surface, better coverage Feasibility study for eliminating coating on RS surface WK 48</p> <p>The analyses of VW failures should be communicated to AUDI. 14 of the 4-cylinder pumps have arrived in [REDACTED] for analysis. First filling: [REDACTED] has visited certain factories (not Skoda) and identified potential weaknesses in [REDACTED] in regards to startup specifications (initial startup, initial start times). PDM: The instruction should, by default, be provided to all plants as a one-page document (mandatory manufacturing document - PDM). [REDACTED] will contact [REDACTED] about this topic. => Presentation of analysis results => Presentation of meeting results between [REDACTED]</p>	<p>I: 9/29/2008</p> <p>A: 9/29/2008 A: 9/29/2008</p>		<p>Non-responsive content removed</p>
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From: Non-responsive content removed

To:

CC:

Date: 6/8/2009 9:50:12 AM

Subject: Re: Presentation update - piston seizure - QTS 3356625 / 4VW205

Attachments: 4VW205k2.pdf

Hello Non-responsive content removed

Non-responsive content removed sends his regards and has asked me to forward this e-mail to you, because he does not have your address and Non-responsive content removed named you has his representative in his out-of-office mail.

A personal remark from me:

The agreed openness in dealing with expected problems once again failed to materialize. This does not help build trust.

"If someone thinks well of you, then make sure he is right" (unknown)

With best wishes

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Quality Management V-Diesel

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Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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

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

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: Monday, June 08, 2009 10:08 AM

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Subject: ANS: Presentation update - piston seizure - QTS 3356625 / 4VW205

Hello [Non-responsive content removed]

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I don't believe it!

This is the first time I've heard that Bosch cannot grind any more pistons.

Internal failures started increasing in late April, and the grinding process has not been analyzed yet by early June?

That's not BeQIK.

How many machines are affected?

Which pump types?

Tracking ability?

Process data, statistical recordings, etc.?

Forecast for 2 further cases derived from where?

Comparison with Jihlava?

etc.

I expect specific statements and process measures at our technical meeting in NSU the day after tomorrow. **Otherwise we will block the Feuerbach line and source from Jihlava; it is in no small part due to such cases that we approved a second delivery plant.**

With best wishes

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AUDIAG

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Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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

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

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Sent:Friday, June 05, 2009 4:44 PM

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Subject:Presentation update - piston seizure - QTS 3356625 / 4VW205

Dear [Non-responsive content removed]

Here is the updated slide for the above case.

Best regards / mit freundlichen Grüßen

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Robert Bosch GmbH

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