

From: Non-responsive content removed
To:
Cc:
Subject: Re: Current overview list
Date: Thursday, November 18, 2010 1:15:59
PM Attachments: [Copy of Audi_CP4 Übersicht Kunden-Rückläufer_18-11-2010.xls](#)

Dear Non-responsive content removed

Here is the current list - as discussed.

I will send out updates.

If you are still requiring reports that are stated in this list, please refer to Non-responsive content removed

Mit freundlichen Grüßen / Best regards

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Robert Bosch GmbH

www.bosch.com

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moved

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 Asenkerschaumer, Uwe Raschke, Wolf-Henning Scheider

From: Non-responsive content removed
Sent: Thursday, November 18, 2010 12:27 PM
To: Non-responsive content removed
Reference: Current overview list

Hello,

As discussed, here are the main points of the findings for WK 47 / WK 48.

WK 47: Lines 417 / 418 / 424
Slides: 419 (3 x rotation trials)

WK 48: Line 412 / 409 / 383 / 380
Reporting: 402 / 403 / 404

Thank you !!!

Mit freundlichen Grüßen / Best regards

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Robert Bosch GmbH

www.bosch.com

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

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From:
To:

CC:

Date: 1/10/2011 11:09:03 AM

Subject: RE: provisional interim report on the particle analyses from the VW 411-strainer

Attachments: [11-z-11-00107 Partikelanalyse CP4-1-18 ZwBericht.pdf](#)

So, how will we proceed now? In summary, it remains to say that the HPPs show no signs of wear yet there are still particles in the intake screen.

So we must take another systematic look at the other bits and pieces (injectors, filter, rail ...) in the fuel system until we have determined what is going on. Have all the parts been verified?

Best regards,

Non-responsive content removed

> _____

>From: Non-responsive content removed

>Sent: Monday, January 10, 2011 7:40 AM

>To: Non-responsive content removed

>Subject: RE: provisional interim report on the particle analyses from the VW 411-strainers

>

>

>For your information. >

>We are missing the statement regarding the origins of the shavings ...!

>

>Best wishes, [redacted]

> _____

>From: Non-responsive content removed

>Sent: Friday, January 07, 2011 4:49 PM

>To: Non-responsive content removed

>Reference: provisional interim report on the particle analyses from the VW 411 strainers

>

>Hello colleagues,

>

>As discussed, I am sending you the result of the particle analyses from the two strainers by way of an interim report.

>

>

>With best wishes

>Non-responsive content removed

> [redacted]

>

>Postal address:

>Volkswagen AG

> [redacted]

>38436 Wolfsburg

>

>Non-responsive content removed

><http://www.volkswagen.de>

>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

>

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From: Non-responsive content removed

To:

CC:

Date: 2/25/2011 4:11:59 PM

Subject: Bosch HPP drivetrain damage 2.0l R4 in [redacted]

Hello [redacted]

What we don't understand is that the engine dies but no error is entered. This should be the case, as the rail pressure is monitored while the engine is running. If the roller runner has switched off the engine and the engine then does not start up again on account of a lack of fuel then there will be no error entered because the rail pressure is not monitored at the start.

Please repair the drivetrain damage as normal. Looks like an AOQ of a Bosch production error. Please send the pump to Bosch, Stuttgart, as quickly as possible using the normal channels.

Hello [redacted]

So who is carrying out the diagnosis at VW for the Audi A4 2.0l?

With best wishes

Non-responsive content removed

AUDI AG

Non-responsive content removed

From : Non-responsive content removed

Sent: Friday, February 25, 2011, 3.32 PM

To: Non-responsive content removed

Cc:

Subject: Re: Advanced info_Bosch-HPP-drivetrain damage

Hello [redacted]

This is a Bosch failure, please take over.

With best wishes

Non-responsive content removed

AUDI AG

Non-responsive content removed

From: Non-responsive content removed

Sent: Friday, February 25, 2011 3:14 PM

To: Non-responsive content removed

Cc:

Non-responsive content removed

Subject: Advanced info_Bosch-HPP-drivetrain damage

Hi Non-responsive content removed

In the A4 roller test, an R4TDI 2.0l engine in an A4 failed with the following fault: "engine died, would not start again."

Basic data:

Engine number: CAH 214358_ VIN no.: 8K6BA129815

Type: 4717

Veh.: A4

Mileage: 1 km

Complaint / Cause:

Engine dies during roller test and will not start again. MU full of shavings.

Barcode / error memory:

No error memory entry.

Please let us know how to proceed. Thanks in advance!

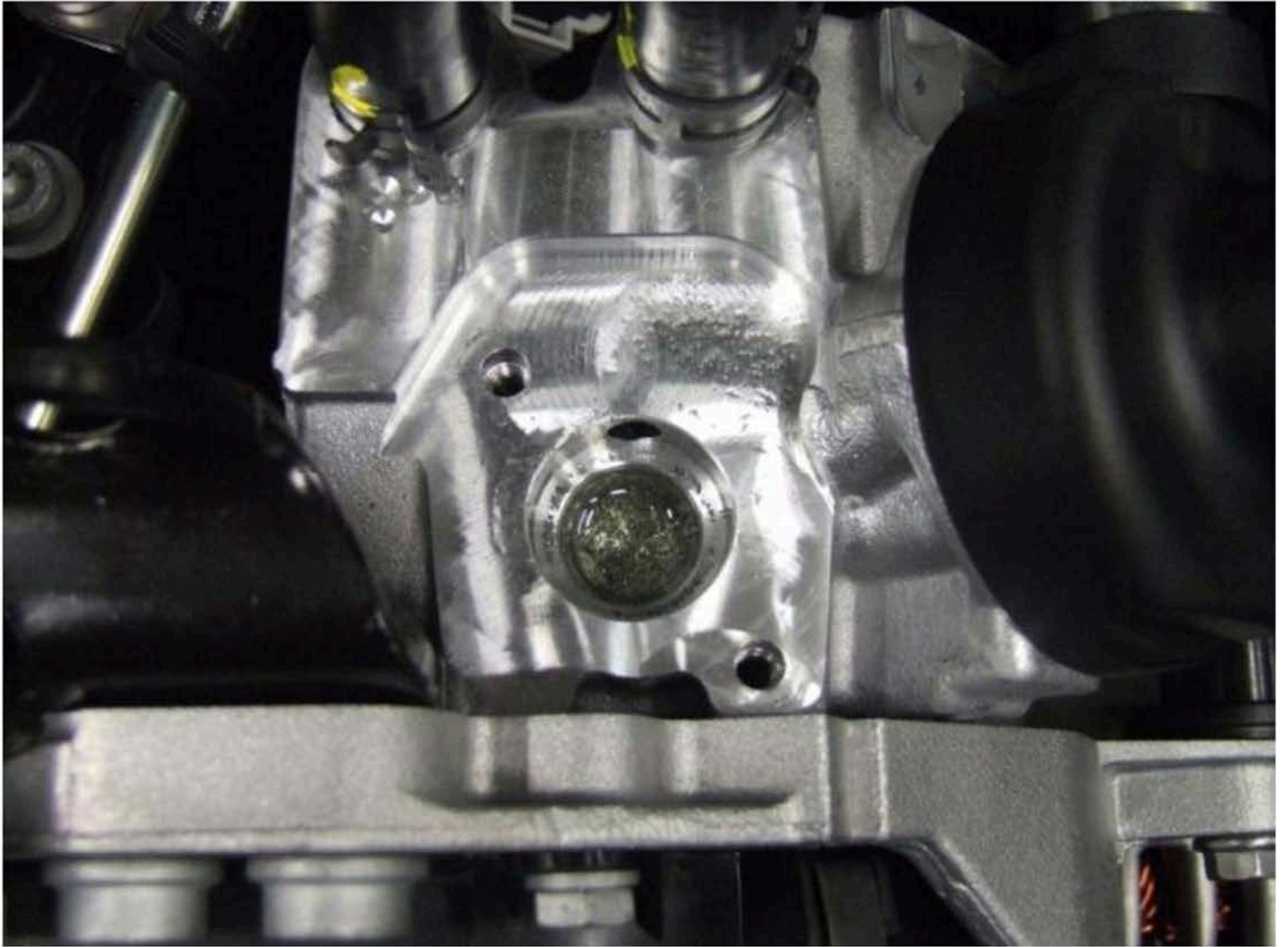
Have a nice weekend.

Kind regards

Non-responsive content removed

AUDI HUNGARIA MOTOR Kft.
9027 Győr, Kardán út 1.

Non-responsive content removed







Caution: For all check and adjustment work ...
observe *CAH 214358*!

ACHTUNG! Bei allen Pruef-und Einstellarbeiten
auf den Buchstaben *CAH 214358* beachten!

11.02.22
01:18



4717
26
7

ACHTUNG! Bei allen Pruef-und Einstellarbeiten
Neue Kennbuchstaben ***CAH 214358*** beachten!

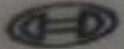
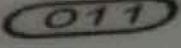
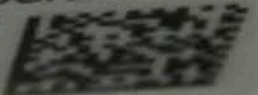


11.02.22
01:18



4717
26
7

**Caution: For all check and adjustment work ...
observe *CAH 214358*!**



 **BOSCH** 
0 445 010 507
CR/CP4S1/R35/20
03L 130 755
08 120211
BPT 0940 


Made in Germany



From: Non-responsive content removed

To:

CC:

Date: 4/8/2011 2:55:22 PM

Subject: Report Q7 AWP2 Failure due to rail pressure regulation

Attachments: [W36_Q-AL_18485_2010_CP4_0730.pdf](#)

Hi all,

The last reports from Bosch included the case from the Quality Assurance

Regards,

>With best wishes

>
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AUDI AG

Non-responsive content removed

<http://www.audi.com>

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
To:
CC:

Date: 7/21/2008, 5:51:13 PM
Subject: Interim results 3rd "failed pump"
Attachments: [887015_PB_Befundungsstatus Pumpe 080605-0388.pdf](#)

Non-responsive content removed

As requested, here is the status for the so-called 3rd failed pump. I.e. replacement pump for the vehicle which came to a standstill after 60,000 km (according to the information I have been given).

It does not concern drivetrain damage.

<<887015_PB_Befundungsstatus Pumpe 080605-0388.pdf>>

In theory, the pump could have been built back into the engine. However, the MU is currently in order to check the mobility and detect any particles. Furthermore, the pump has been completely dismantled. I.e. we would not suggest using it again, as the pump can no longer be fitted under series conditions.

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH

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www.bosch.com

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Headquarters: 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, Gerhard Kümmel, Wolfgang Malchow, Peter Marks; Volkmar Denner,
Uwe Raschke, Peter Tyroller

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

Date: 8/5/2008, 9:12:16 PM
Subject: FW: Analysis - CP4 Q7 3.0 TDI
Attachments: [Vorl.Bericht_AUDI_CP4_#0625_Fzg-AU71698026.pdf](#)
[Vorl.Bericht_AUDI_CP4_#0634_Fzg-AU71698020.pdf](#)

Dear All,

Here are the provisional test reports concerning the two CP4s from the QAL vehicles. Pump #0634 (initial measurement on test bench not OK) has been sent to Feuerbach for further analysis. See attachment
Regards

Non-responsive content removed

www.audiusa.com

From: Non-responsive content removed
Sent: Tuesday, August 05, 2008 3:52 PM
Subject: RE: Analysis - CP4 Q7 3.0 TDI

Hello [Redacted]

Sorry for the delay. I was not in the office last week.
Here are the provisional reports for the two pumps that we examined here at [Redacted]. There will probably be more detailed results after further testing in [Redacted]

Pump #0634 which was the first to be not OK on the test bench was actually OK in the subsequent measurement. It could be on account of a too brief running-in time after the dismantling/assembling. There was certainly no error on account of wear etc.

Regards
[Redacted]

From: Non-responsive content removed
Sent: Wednesday, July 30, 2008 2:37 PM
To: Non-responsive content removed
Subject: Analysis - CP4 Q7 3.0 TDI

Hello [Redacted]

Is there already an analysis report for the high-pressure fuel pumps from the two DIESEL vehicles?

Regards

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From: Non-responsive content removed
To:
CC:

Date: 9/3/2008, 8:31:58 AM
Subject: Re: Introduction of C2 on the roller end
Attachments: [EHC2_0275](#), [Audi, CP4 FG 30-07-2008, C3 vs C2 an der Rollenkuppe.pdf](#)

Hello

Could you please let me know whether or not more vehicles will be set-up for further Q verification in the USA?

We would like to change the coating of the roller end from C3 to C2 in these pumps.

Could you please send me an overview of the vehicles for which you wish to make a pit stop?
Will you be coordinating the pit stop?

Mit freundlichen Grüßen / Best regards

Non-responsive content removed

Headquarters: 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, Gerhard Kimmel, Wolfgang Malchow, Peter Marks, Volkmar Denner, Uwe Raschke, Peter Tyroller

From: Non-responsive content removed
Sent: Tuesday, August 05, 2008, 11:40 AM

Non-responsive content removed

Reference: Introduction of C2 on the roller end

Hello

As shown in the last technical meeting, our basic tests have shown considerable advantages for a C2 coating of the roller end (compared with today's status with C3).

For this reason, we want to change the Audi projects from C3 to C2. It was agreed at the last expert meeting to test this feature in W24 D4.

If there should be a new V6 BIN Q verification, we would recommend that also these pumps are set-up with C2 on the roller end.

Attached - the presented set of slides <<EHC2_0275 Audi, CP4 FG 30-07-2008, C3 vs C2 an der Rollenkuppe.pdf>>

Note:
VW (including R4 2l BIN5) has received patterns with C2 on the roller end.

Mit freundlichen Grüßen / Best regards

Non-responsive content removed

Headquarters: 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, Gerhard Kimmel, Wolfgang Malchow, Peter Marks, Volkmar Denner, Uwe Raschke, Peter Tyroller

EA11003EN-01032[0]

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

Date: 9/8/2008, 1:43:00 PM
Subject: Re: Analysis - CP4 Q7 3.0 TDI
Attachments: [Vorl.Bericht AUDI CP4 #0625 Fzg-AU71698026.pdf](#)
[Vorl.Bericht AUDI CP4 #0634 Fzg-AU71698020.pdf](#)

Hello [REDACTED]

What has actually happened to pump 0634? We had wanted to keep this running if possible.
FeP analysis report?

Kind regards

From: [REDACTED]
Sent: Tuesday, August 05, 2008 10:12 PM

Non-responsive content removed

Subject: FW: Analysis - CP4 Q7 3.0 TDI

Dear All,

Here are the provisional test reports concerning the two CP4s from the QAL vehicles. Pump #0634 (initial measurement on test bench not OK) has been sent to [REDACTED] for further analysis. See attachment
Regards

Non-responsive content removed

www.audiusa.com

From: Non-responsive content removed
Sent: [REDACTED]
Subject: RE: Analysis - CP4 Q7 3.0 TDI

Hello [REDACTED]

Sorry for the delay. I was not in the office last week. Here are the provisional reports for the two pumps that we examined here at [REDACTED]. There will probably be more detailed results after further testing in [REDACTED]. Pump #0634 which was the first to be not OK on the test bench was actually OK in the subsequent measurement. It could be on account of a too brief running-in time after the dismantling/assembly. There was certainly no error on account of wear etc.

Regards [REDACTED]

From: Non-responsive content removed
Sent: Wednesday, July 30, 2008 2:37 PM

To: Non-responsive content removed **Subject:** Analysis - CP4 Q7 3.0 TDI

Hello [REDACTED]

Is there already an analysis report for the high-pressure fuel pumps from the two DIESEL vehicles?

Regards

Non-responsive content removed

From: Non-responsive content removed

To:

CC:

Date: 9/10/2008, 9:39:56 AM

Subject: ANS: Analysis - CP4 Q7 3.0 TDI

Hi all,

The report was sent to [redacted] on 1st September - but has not yet been passed on due to holidays. I have forwarded the procedure again to [redacted]

Mit freundlichen Grüßen / Best regards

[redacted]

Robert Bosch GmbH

Non-responsive content removed

[redacted]

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, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Volkmar Denner, Uwe Raschke, Peter Tyroller

From: [redacted]

Sent: Monday, September 08, 2008, 3:35 PM

Non-responsive content removed

Subject: ANS: Analysis - CP4 Q7 3.0 TDI

Hello [redacted]

As discussed, please forward the functional report about sales to [redacted]

Thank you.

Best regards / mit freundlichen Grüßen

[redacted]

Robert Bosch GmbH

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[redacted]

Non-responsive content removed

Domcile: 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, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Volkmar Denner, Uwe Raschke, Peter Tyroller

From: Non-responsive content removed

Sent: Monday, September 08, 2008, 2:43 PM

Non-responsive content removed

Subject: Re: Analysis - CP4 Q7 3.0 TDI

Hello Non-responsive content removed

What has actually happened to pump 0634? We had wanted to keep this running if possible.
FeP analysis report?

With best regards

Non-responsive content removed

From: Non-responsive content removed

Sent: Tuesday, August 05, 2008, 10:12 PM

Non-responsive content removed

Subject: FW: Analysis - CP4 Q7 3.0 TDI

Dear All,

Here are the provisional test reports concerning the two CP4s from the QAL vehicles. Pump 0645 (initial measurement on test bench was not OK) was sent to Non-responsive content removed for further analysis. See attachment

Regards

Non-responsive content removed

From: Non-responsive content removed

Sent: Tuesday, August 05, 2008 3:52 PM

To: Non-responsive content removed

Subject: RE: Analysis - CP4 Q7 3.0 TDI

Hello [REDACTED]

Sorry for the delay. I was not in the office last week.

Here are the provisional reports for the two pumps that we examined here at [REDACTED] Non-responsive content removed More detailed results will probably be available after further testing in [REDACTED]

Pump #0634 which was the first to be not OK on the test bench was actually OK in the subsequent measurement. It could be on account of a brief running-in time after the dismantling/assembling. There was certainly no error with regard to wear etc.

Regards

[REDACTED]

From: Non-responsive content removed

Sent: Wednesday, July 30, 2008 2:37 PM

To: Non-responsive content removed

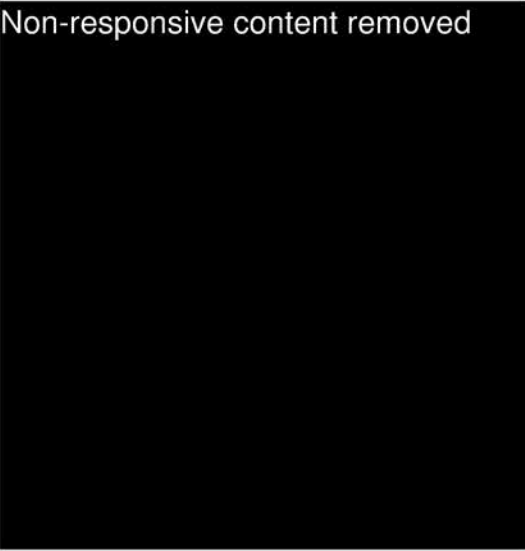
Subject: Analysis - CP4 Q7 3.0 TDI

Hello [REDACTED]

Is there already an analysis report for the high-pressure fuel pumps from the two DIESEL vehicles?

Regards

Non-responsive content removed



7LB9D024, 24.853 km, 10.10.2008



EA11003EN.01000501

From: [Redacted]
To: [Redacted]
CC: [Redacted]

Date: 10/13/2008, 10:25:10 AM

Subject: Re: Serious problem with vehicle 7L69D024 (3.0l 165kW/AL750-6A), failure on high-pressure fuel pump

Attachments: [7L69D024 24857 mls 10.10.08.pdf](#)
[SWP_7L69D024_HDP_defekt.pdf](#)

Hi all,

For information

With best regards

Non-responsive content removed

www.audi.com

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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From: [Redacted]

Sent: Monday, October 13, 2008, 11:18 AM

Non-responsive content removed

Subject: Serious problem with vehicle 7L69D024 (3.0l 165kW/AL750-6A), failure on high-pressure fuel pump

Hello,

Attached please find a serious complaint from the verification run at [Redacted] with a request for opinion!

Regards,

[Redacted]

Volkswagen AG

Non-responsive content removed

VOLKSWAGEN AG

Sitz/Domicile: Wolfsburg Registergericht/Court of Registry: Local District Court Braunschweig

HRB no./ 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: Die vorgenannten Angaben werden jeder E-Mail automatisch hinzugefügt und lassen keine Rückschlüsse auf den Rechtscharakter der E-Mail zu.

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7L69D024 24857 mls 10/10/2008

Workshop code:

43328 666 01439

Company ID:

Version:

7.20.012

Registration:

Vehicle ID no.:

WVGAM77L29D

10/10/2008 09:36:19

1001.01 - Query event memory - total system

Function ended

01 - engine electronics

7L0907401K

7L0907401K

TKABFASAZA7WA104AG

H01 Z840

Coding long

Operating number 1458

5 errors detected

Software part number:

7L0907401K

System description:

TKABFASAZA7WA104AG

SW version:

Z840

HW part number:

7L0907401K

HW version:

H01

Coding:

\$04 21 00 2A 59 0F 0E 68

Workshop code:

43055 666 01458

01029 P0405 000

Sensor for exhaust gas recirculation

Signal too small

Status:

sporadic

Ambient conditions:

Error status:

00100000

Priority:

2

Error frequency counter:

1

Reset counter / driving cycle:

Km:

0039537

Time indication bit:

0

Date:

10/9/2008

Time:

4:39:24 PM

0 rpm

0 km/h

12.5 V
54.9 °C

00000000
0,000 V

05184 P1440 006
Valve for exhaust gas recirculation
Interruption
Status:

sporadic

Ambient conditions:

Error status: 00100110
Priority: 2
Error frequency counter: 1
Reset counter / driving cycle: -
Km: 0039537
Time indication bit: 0
Date: 10/9/2008
Time: 4:39:25 PM

0 rpm
0 km/h

99 %

0 mg/H
54.9 °C

00135 P0087 003
Fuel rail / system pressure
too low

Ambient conditions:

Error status: 01100011
Priority: 2
Error frequency counter: 1
Reset counter / driving cycle: -
Km: 0039997
Time indication bit: 0
Date: 10/10/2008
Time: 4:19:29 AM

2140 rpm
22 mg/H

39.6 °C
748.2 bar
5
01010100

00135 P0087 004
Fuel rail / system pressure
too low

Ambient conditions:

Error status: 01100100
 Priority: 2
 Error frequency counter: 1
 Reset counter / driving cycle: -
 Km: 0039999
 Time indication bit: 0
 Date: 10/10/2008
 Time: 4:20:46 AM

1910 rpm
 26 mg/H

37.8 °C
 825.6 bar
 5
 01010100

00135 P0087 012
 Fuel rail / system pressure
 too low
 Ambient conditions:

Error status: 01101100
 Priority: 2
 Error frequency counter: 1
 Reset counter / driving cycle: -
 Km: 0040004
 Time indication bit: 0
 Date: 10/10/2008
 Time: 4:24:18 AM

670 rpm
 27 mg/H

39.6 °C
 94.6 bar
 4
 01010100

02 - transmission electronics
00000000000
30ETBT0H.MOT
Coding 4216
Operating number 1439

09D927750HN
H75 0000

0 errors detected

Software part number: 00000000000
 System description: 30ETBT0H.MOT
 SW version: 0000
 HW part number: 09D927750HN
 HW version: H75
 Coding: 4216
 Workshop code:

43328 000 01439

22 - all-wheel electronics

**0AD927755BG
TRANSFERCASE**

--- 0126

**Coding
Operating number 0**

0 errors detected

Software part number: 0AD927755BG
System description: TRANSFERCASE
SW version: 0126
HW part number: -----
HW version: ---
Coding:
Workshop code: 00000 000 00000

32 - block electronics

**0AC927771D
CU differential lock**

--- 5023

**Coding
Operating number 0**

0 errors detected

Software part number: 0AC927771D
System description: CU differential lock
SW version: 5023
HW part number: -----
HW version: ---
Coding:
Workshop code: 00000 000 00000

03 - brakes electronics

**7L0907379P
ESP 4WD MK25E1
Coding 6530
Operating number 31414**

**7L0614517C
H53 0304**

0 errors detected

Software part number: 7L0907379P
System description: ESP ALL WHEEL MK25E1
SW version: 0304
HW part number: 7L0614517C
HW version: H53
Coding: 6530
Workshop code: 00001 790 31414

13 - distance control

**7L6907567A
AC201 NAR 1 031
Coding 20000
Operating number 31414**

**7L6907567A
031 0382**

0 errors detected

Software part number:	7L6907567A
System description:	AC201 NAR 1 031
SW version:	0382
HW part number:	7L6907567A
HW version:	031
Coding:	20000
Workshop code:	00001 790 31414

34 - level control
7L0907553J
AIR PR.-CDC- 3C3P1
Coding 15521
Operating number 31414

 --- 3125

0 errors detected

Software part number:	7L0907553J
System description:	AIR PR. -CDC- 3C3P1
SW version:	3125
HW part number:	-----
HW version:	---
Coding:	15521
Workshop code:	00001 790 31414

05 - Access and start authorization
7L0909137C
2G Kessy
Coding 147688
Operating number 31414

7L0909137C
H22 6850

1 errors detected

Software part number:	7L0909137C
System description:	2G Kessy
SW version:	6850
HW part number:	7L0909137C
HW version:	H22
Coding:	147688
Workshop code:	00001 790 31414

00446 000
 Function restriction due to undervoltage
 Status:

sporadic

Ambient conditions:

Error status:	00100000
Priority:	6
Error frequency counter:	1
Reset counter / driving cycle:	30
Km:	-
Time indication bit:	0
Date:	10/8/2008
Time:	3:14:34 PM

15 - Airbag
7L0959655

7L0959655

J234__3A VW8T
Coding 13121
Operating number 31414

012 0250

0 errors detected

Software part number:	7L0959655
System description:	J234__3A VW8T
SW version:	0250
HW part number:	7L0959655
HW version:	012
Coding:	13121
Workshop code:	00001 790 31414

55 - headlight range adjustment
7L6907357C
AFS control unit
Coding 1292419
Operating number 31414

7L6907357C
H04 0136

0 errors detected

Software part number:	7L6907357C
System description:	AFS control unit
SW version:	0136
HW part number:	7L6907357C
HW version:	H04
Coding:	1292419
Workshop code:	00001 790 31414

65 - tire pressure control
7L6907273E
J0502 RDK
Coding long
Operating number 31414

7L6907273E
004 0006

0 errors detected

Software part number:	7L6907273E
System description:	J0502 RDK
SW version:	0006
HW part number:	7L6907273E
HW version:	004
Coding:	\$00 40 00 8D 8D 00 00 00 00 00 00 00 00
Workshop code:	00001 790 31414

3C - lane change assistant 7L6907566B
J0769_SWA_MasterH10
Coding 10051
Operating number 31414

7L6907566A
H10 0070

1 errors detected

Software part number:	7L6907566B
System description:	J0769_SWA_MasterH10
SW version:	0070

HW part number: 7L6907566A
 HW version: H10
 Coding: 10051
 Workshop code: 00001 790 31414

00908 004
 Control unit for wiper motor
 no signal/communication
 Status:

sporadic

Ambient conditions:

Error status: 00100100
 Priority: 4
 Error frequency counter: 3
 Reset counter / driving cycle: 40
 Km: 0040004
 Time indication bit: 0
 Date: 10/10/2008
 Time: 6:43:53 AM

6C - rear-view camera system

7L6907441B
J772__Rearview
Coding 110001
Operating number 31414

7L6907441B
H13 0033

0 errors detected

Software part number: 7L6907441B
 System description: J772__Rearview
 SW version: 0033
 HW part number: 7L6907441B
 HW version: H13
 Coding: 110001
 Workshop code: 00001 790 31414

16 - steering column electronics

7L6953549G
J527
Coding 11021
Operating number 31414

 --- 3601

0 errors detected

Software part number: 7L6953549G
 System description: J527
 SW version: 3601
 HW part number: -----
 HW version: ---
 Coding: 11021
 Workshop code: 00001 790 31414

46 - central module comfort system

7L6959933A
4M HSG
Coding 85

--
 --- 0601

Reset counter / driving cycle:	167
Km:	0040004
Time indication bit:	0
Date:	10/10/2008
Time:	4:26:58 AM

76 - Automatic parking assistance**7L0919283F**

0L Parking aid--- **1108****Coding****Operating number 0****0 errors detected**

Software part number:	7L0919283F
System description:	0L parking aid
SW version:	1108
HW part number:	-----
HW version:	---
Coding:	
Workshop code:	00000 000 00000

6D - Boot lid electronics**7L6959107B****7L6959107B****J605 TAILGATE****H05 1310****Coding 122110****Operating number 31414****0 errors detected**

Software part number:	7L6959107B
System description:	J605 TAILGATE
SW version:	1310
HW part number:	7L6959107B
HW version:	H05
Coding:	122110
Workshop code:	00001 790 31414

17 - dashboard insert**7L6920990P****7L6920990P *****J285 INST CLUSTER****H06 9633****Coding 7201****Operating number 469****1 errors detected**

Software part number:	7L6920990P
System description:	J285 INST CLUSTER
SW version:	9633
HW part number:	7L6920990P *
HW version:	H06
Coding:	7201
Workshop code:	68917 128 00469

00446

002

Function restriction due to undervoltage - lower limit exceeded

Status: sporadic

Ambient conditions:

Error status: 00100010
 Priority: 6
 Error frequency counter: 1
 Reset counter / driving cycle: 167
 Km: 0040004
 Time indication bit: 0
 Date: 10/10/2008
 Time: 9:09:05 AM

37 - navigation

7L6035684B

7L6035684

RNS-MID

H16 0322

Coding long

Operating number 1675

2 errors detected

Software part number: 7L6035684B
 system description: RNS-MID
 SW version: 0322
 HW part number: 7L6035684
 HW version: H16
 Coding: \$02 05 00 00 01 00 00 02 00
 Workshop code: 38702 666 01675
 Engine ID: < Not available >
 J number mother list: J0506
 Data record number: -----
 Data record version: ----

02635 000
 Tuner not enabled or activated
 Status: sporadic

Ambient conditions:

Error status: 00100000
 Priority: 7
 Error frequency counter: 24
 Reset counter / driving cycle: 167
 Km: 0039032
 Time indication bit: 0
 Date: 10/8/2008
 Time: 3:00:05 PM

00446 002
 Function restriction due to undervoltage
 Lower limit exceeded
 Status: sporadic

Ambient conditions:

Error status: 00100000
 Priority: 5

Error frequency counter: 2
 Reset counter / driving cycle: 167
 Km: 0040004
 Time indication bit: 0
 Date: 10/10/2008
 Time: 4:26:58 AM

47 - sound system

7L6035466C
DSP 10 channel
Coding
Operating number 0

7L6035466C
H05 0020

0 errors detected

Software part number: 7L6035466C
 System description: DSP 10 channel
 SW version: 0020
 HW part number: 7L6035466C
 HW version: H05
 Coding:
 Workshop code: 00000 000 00000

77 - Telephone

1Z0035729A
FSE_2P8x H34
Coding 12077
Operating number 1458

1Z0035729A
000 X160

2 errors detected

Software part number: 1Z0035729A
 System description: FSE_2P8x H34
 SW version: X160
 HW part number: 1Z0035729A
 HW version: 000
 Coding: 12077
 Workshop code: 43055 666 01458

01317 004
 Control unit in dashboard insert-J285
 no signal/communication

Ambient conditions:

Error status: 01100100
 Priority: 5
 Error frequency counter: 1
 Reset counter / driving cycle: 121
 Km: 0039034
 Time indication bit: 0
 Date: 10/8/2008
 Time: 2:18:03 PM

01304 004
 Radio no signal/communication

Ambient conditions:

Error status:	01100100
Priority:	5
Error frequency counter:	1
Reset counter / driving cycle:	121
Km:	0039034
Time indication bit:	0
Date:	10/8/2008
Time:	2:18:03 PM

2E - Media player - position**3 5N0035342A****5N0035342A****CU EXT.PLAYER****H13 0084****Coding long****Operating number 1439****0 errors detected**

Software part number:	5N0035342A
System description:	CU EXT.PLAYER
SW version:	0084
HW part number:	5N0035342A
HW version:	H13
Coding:	\$01 00 00
Workshop code:	43328 000 01439
Engine ID:	< Not available >
J number mother list:	J650
Data record number:	< Not available >
Data record version:	< Not available >

6E - Display / operating unit - roof**7L6919044AD****7L6919044AD****J702 Roof display****300 0401****Coding****Operating number 31912****0 errors detected**

Software part number:	7L6919044AD
System description:	J702 Roof display
SW version:	0401
HW part number:	7L6919044AD
HW version:	300
Coding:	
Workshop code:	39104 037 31912

08 - Climate/heating electronics**7L6907040AK**

CLIMAtronic R/L

--- 4337

Coding 21030**Operating number 31414****0 errors detected**

Software part number:	7L6907040AK
-----------------------	-------------

HW part number:	7L6920990P *
HW version:	---
Coding:	\$FF EE F7 DB CB 84 60 02
Workshop code:	68917 128 00469

69 - Trailer function	
7L0907383N	7L0907383N
J345 Trailer	007 0080
Coding 16386	
Operating number 0	

0 errors detected

Software part number:	7L0907383N
System description:	J345 Trailer
SW version:	0080
HW part number:	7L0907383N
HW version:	007
Coding:	16386
Workshop code:	

00000 000 00000

From: Non-responsive content removed

To:

CC:

Date: 11/6/2008, 10:49:02 AM

Subject: new HPP failure in GQ_AL

Attachments: [SWP_7L69D025_Motorschaden.pdf](#)

Hello

Non-responsive content removed

During the verification run of [REDACTED] VW we have found another HPP

failure: here is the pump data:

0 445 010 613

CR / CP4S2 / R75 / 40

059 130 755 AG

01 080122

BPT 0898

Vehicle is in [REDACTED] USA. We are currently clarifying the possibility of analysis.

Does Bosch have the option to analyze the pump in the USA or must it come to [REDACTED] ?

Please provide a brief status on the current status of the HPP:

Have further measures been implemented since the straightedge test? Are measures planned?

Thank you.

Kind regards

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AUDI AG

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www.audi.com

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

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From: Non-responsive content removed

To:

CC:

Date: 11/11/2008, 10:44:53 AM

Subject: Spa. Re: Prilop RE: Serious problem with the Touareg 7L69D025 v_11_11_08

Attachments:

[SWP_7L69D025_Motorschaden.pdf](#)
[7L69D025_45700_mls_31.10.2008.pdf](#)

Hello

I can't get hold of , anyway it is rather our job.

We will pass these HPP complaints on to Audi or directly via (would make sense to track these parts via Audi).

Please provide some feedback so that we can inform Non-responsive content removed

With best wishes

Volkswagen AG

Non-responsive content removed

From: Non-responsive content removed

Sent: Thursday, November 06, 2008, 9:51 AM

To: Non-responsive content removed

Subject: Prilop RE: Serious problem with the Touareg 7L69D025

From: Non-responsive content removed

Sent: Thursday, November 06, 2008, 9:13 AM

Non-responsive content removed

Subject: Re: Serious problem with the Touareg 7L69D025

Hello gentlemen,

Here is another failure on the high-pressure fuel pump (HPP) on the Touareg V6 TDI BIN5 SCR with resulting engine damage.

Here's the data for the faulty HPP:

0 445 010 613

CR / CP4S2 / R75 / 40

059 130 755 AG

01 080122

BPT 0898

What shall we do now?

What is happening with the 100 vehicles which are currently being constructed in
or have already been constructed and have to be retrofitted?

Non-responsive content re
moved

We are currently running a cross-check of the remaining vehicles during our verification run. We'll let you know the results when we get them.

With best wishes

Non-responsive content removed

VOLKSWAGEN AG

Sitz/Domicile: Wolfsburg

Registergericht/Court of Registry: Local District Court Braunschweig

HRB no./ 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

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From:

Non-responsive content removed

Sent: Thursday, November 06, 2008, 8:12 AM

Non-responsive content removed

Subject: Re: Serious problem with the Touareg 7L69D025

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

EA11003EN-01044[2]

From: Non-responsive content removed

Sent: Wednesday, November 05, 2008, 5:50 PM

To: Non-responsive content removed

Subject: Serious problem with the Touareg 7L69D025

Hi

Here is a serious problem and read-out on the control unit for the Touareg 7L69D025 - high-pressure fuel pump faulty / engine damage.

Please forward to the relevant persons.

Thank you.

Kind regards

Non-responsive content removed

7L69D025 45700 mls 10/31/2008

Workshop code:
38877 000 01439

Company ID:
Station USA
cold GQG-1

Version:
7.20.012

**Registration
number:**

Vehicle ID no.:
WVGAM77L99D

10/31/2008 1:53:26

1001.01 - Query event memory - total system

Function ended

01 - engine electronics
7L0907401K
3.0TDI EDC17G104AG
Coding long
operating number 1439

7L0907401K
H01 0010

5 errors detected

Software part number: 7L0907401K
System description: 3.0TDI EDC17G104AG SW
version: 0010
HW part number: 7L0907401K
HW version: H01
Coding: \$04 21 00 2A 59 0F 0D 68
Workshop code: 43328 000 01439

08430 P20EE 001
SCR NOx catalytic converter Bank 1
Efficiency too low
Status: sporadic

Ambient conditions:

Error status: 00100001
Priority: 2
Error frequency counter: 1
Reset counter / driving cycle: -
Km: 0073399
Time indication bit: 0
Date: 10/31/2008
Time: 5:15:00 AM

2,350 rpm
119 km/h
14.3 V

336.0 °C

0.62

0.63

1.11

00135 P0087 005

Fuel rail / system pressure too low

Ambient conditions:

Error status: 01100101
 Priority: 2
 Error frequency counter: 1
 Reset counter / driving cycle: -
 Km: 0073547
 Time indication bit: 0
 Date: 10/31/2008
 Time: 10:03:51 AM
 1,780 rpm
 16 mg/H

36.0 °C

77.4 bar

5

01010100

00135 P0087 001

Fuel rail / system pressure too low

Ambient conditions:

Error status: 01100001
 Priority: 2
 Error frequency counter: 1
 Reset counter / driving cycle: -
 Km: 0073547
 Time indication bit: 0
 Date: 10/31/2008
 Time: 10:03:52 AM
 1,700 rpm
 4 mg/H

36.0 °C

68.8 bar

17

00110111

00135 P0087 012

Fuel rail / system pressure
too low

Status: sporadic

Ambient conditions:

Error status: 00101100
 Priority: 2
 Error frequency counter: 1
 Reset counter / driving cycle: -
 Km: 0073547
 Time indication bit: 0
 Date: 10/31/2008
 Time: 10:03:52 AM

2,310 rpm
 4 mg/H

36.0 °C
 77.4 bar
 4
 00110111

05084 P13DC 004

Sensor for internal pressure cylinder 5 implausible signal

Ambient conditions:

Error status: 01100100
 Priority: 2
 Error frequency counter: 1
 Reset counter / driving cycle: -
 Km: 0073547
 Time indication bit: 0
 Date: 10/31/2008
 Time: 10:03:55 AM

2,600 rpm
 59 km/h
 00000100
 17 bar
 -0.90
 361 °
 3.90

02 - transmission electronics

0000000000
 30ETBT0H.MOT
 Coding 4216
 Operating number 1439

09D927750HN
 H75 0000

0 errors detected

Software part number: 0000000000
 System description: 30ETBT0H.MOT
 SW version: 0000
 HW part number: 09D927750HN
 HW version: H75
 Coding: 4216
 Workshop code: 43328 000 01439

22 - all-wheel electronics

0AD927755BG -----
TRANSFERCASE --- **0126**
Coding
Operating number 0

0 errors detected

Software part number: 0AD927755BG
System description: TRANSFERCASE
SW version: 0126
HW part number: -----
HW version: ---
Coding:
Workshop code: 00000 000 00000

03 - brakes electronics 7L0907379P

ESP 4WD MK25E1 **7L0614517C**
Coding 4482 **H53 0304**
Operating number 31414

0 errors detected

Software part number: 7L0907379P
System description: ESP ALL WHEEL MK25E1
SW version: 0304
HW part number: 7L0614517C
HW version: H53
Coding: 4482
Workshop code: 00001 790 31414

34 - level control

7L0907553J
AIR PR.-CDC- 3C3P1 --- **3125**
Coding 15521
Operating number 31414

1 errors detected

Software part number: 7L0907553J
System description: AIR PR. -CDC- 3C3P1
SW version: 3125
HW part number: -----
HW version: ---
Coding: 15521
Workshop code: 00001 790 31414

01575 000
Control switched off

No ambient conditions saved

05 - Access and start authorization

7L0909137C **7L0909137C**
2G Kessy **H22 6850**
Coding 147688

Operating number 31414**1 errors detected**

Software part number:	7L0909137C
System description:	2G Kessy
SW version:	6850
HW part number:	7L0909137C
HW version:	H22
Coding:	147688
Workshop code:	00001 790 31414

00446	000
Function restriction due to undervoltage	
Status:	sporadic

Ambient conditions:

Error status:	00100000
Priority:	6
Error frequency counter:	2
Reset counter / driving cycle:	50
Km:	-
Time indication bit:	0
Date:	10/31/2008
Time:	10:50:08 AM

15 - Airbag

7L0959655	7L0959655
J234__3N VW8T	012 0250
Coding 13134	
Operating number 31414	

0 errors detected

Software part number:	7L0959655
System description:	J234__3N VW8T
SW version:	0250
HW part number:	7L0959655
HW version:	012
Coding:	13134
Workshop code:	00001 790 31414

55 - headlight range control

7L6907357C	7L6907357C
AFS control unit	H04 0136
Coding 1292419	
Operating number 31414	

0 errors detected

Software part number:	7L6907357C
System description:	AFS control unit
SW version:	0136
HW part number:	7L6907357C
HW version:	H04

Coding:	1292419
---------	---------

Workshop code: 00001 790 31414

65 - tire pressure control

7L6907273E

J0502 TPC

Coding long

Operating number 31414

7L6907273E

004 0006

0 errors detected

Software part number:

7L6907273E

System description:

J0502 RDK

SW version:

0006

HW part number:

7L6907273E

HW version:

004

Coding:

\$00 40 00 8D 8D 00 00 00 00 00 00 00 00

Workshop code:

00001 790 31414

3C - lane change assistant

7L6907566B

J0769_SWA_MasterH10

Coding 10051

Operating number 31414

7L6907566A

H10 0070

0 errors detected

Software part number:

7L6907566B

system description: J

0769_SWA_MasterH10

SW version:

0070

HW part number:

7L6907566A

HW version:

H10

Coding:

10051

Workshop code:

00001 790 31414

6C - rear-view camera system

7L6907441B

J772_Rearview

Coding 110001

Operating number 31414

7L6907441B

H13 0033

0 errors detected

Software part number:

7L6907441B

System description:

J772_Rearview

SW version:

0033

HW part number:

7L6907441B

HW version:

H13

Coding:

110001

Workshop code:

00001 790 31414

16 - steering column electronics

7L6953549G

J527

Coding 11011

Operating number 31414

--- 3601

0 errors detected

Software part number:	7L6953549G
System description:	J527
SW version:	3601
HW part number:	-----
HW version:	---
Coding:	11011
Workshop code:	00001 790 31414

46 - central module comfort system

7L6959933A	-----
22 HSG	--- 0601
Coding 85	
Operating number 31414	
0 errors detected	

Software part number:	7L6959933A
System description:	22 HSG
SW version:	0601
HW part number:	-----
HW version:	---
Coding:	85
Workshop code:	00001 790 31414

56 - Radio

7L6035684	7L6035684
RNS-MID	H16 0211
Coding long	
Operating number 31414	
0 errors detected	

Software part number:	7L6035684
System description:	RNS-MID
SW version:	0211
HW part number:	7L6035684
HW version:	H16
Coding:	\$02 05 00 00 01 00 00 22 00
Workshop code:	00001 790 31414
Engine ID:	< Not available >
J number - mother list:	J0506
Data record number:	-----
Data record version:	---

76 - Automatic parking assistant

7L0919283F	-----
0L Automatic parking assistant	--- 1108
Coding	
Operating number 0	
0 errors detected	

Software part number:	7L0919283F
System description:	0L Automatic parking assistant
SW version:	1108
HW part number:	-----

HW version: ---
 Coding:
 Workshop code: 00000 000 00000

6D - Boot lid electronics

7L6959107B **7L6959107B**
J605 TAILGATE **H05 1310**
Coding 122110
Operating number 31414

0 errors detected

Software part number: 7L6959107B
 System description: J605 TAILGATE
 SW version: 1310
 HW part number: 7L6959107B
 HW version: H05
 Coding: 122110
 Workshop code: 00001 790 31414

17 - dashboard insert

7L6920990P **7L6920990P ***
J285 INST. CLUSTER **H06 9633**
Coding 7201
Operating number 469

0 errors detected

Software part number: 7L6920990P
 System description: J285 INST. CLUSTER
 SW version: 9633
 HW part number: 7L6920990P *
 HW version: H06
 Coding: 7201
 Workshop code: 68917 128 00469

37 - navigation

7L6035684 **7L6035684**
RNS-MID **H16 0211**
Coding long
Operating number 31414

0 errors detected

Software part number: 7L6035684
 System description: RNS-MID
 SW version: 0211
 HW part number: 7L6035684
 HW version: H16
 Coding: \$02 05 00 00 01 00 00 22 00
 Workshop code: 00001 790 31414
 Engine ID: < Not available >
 J number - mother list: J0506
 Data record number: -----
 Data record version: ----

47 - sound system

7L6035466C
DSP 10 channel
Coding
Operating number 0

7L6035466C
H05 0020

0 errors detected

Software part number:	7L6035466C
System description:	DSP 10 channel
SW version:	0020
HW part number:	7L6035466C
HW version:	H05
Coding:	
Workshop code:	00000 000 00000

77 - Telephone
1Z0035729A
FSE_2P8x H34
Coding 12077
Operating number 1439

1Z0035729A
000 X160

2 errors detected

Software part number:	1Z0035729A
System description:	FSE_2P8x H34
SW version:	X160
HW part number:	1Z0035729A
HW version:	000
Coding:	12077
Workshop code:	43328 666 01439

01317 004

Control unit in dashboard insert-J285
no signal/communication

Ambient conditions:

Error status:	01100100
Priority:	5
Error frequency counter:	1
Reset counter / driving cycle:	189
Km:	0072844
Time indication bit:	0
Date:	10/30/2008
Time:	6:29:26 PM

01304 004

Radio
no signal/communication

Ambient conditions:

Error status:	01100100
Priority:	5
Error frequency counter:	1
Reset counter / driving cycle:	189
Km:	0072844

Time indication bit: 0
 Date: 10/30/2008
 Time: 6:29:26 PM

2E - Media player - position 3**5N0035342A****5N0035342A****CU EXT.PLAYER****H13 0084****Coding long****Operating number 1439****0 errors detected**

Software part number: 5N0035342A
 System description: CU EXT.PLAYER
 SW version: 0084
 HW part number: 5N0035342A
 HW version: H13
 Coding: \$01 00 00
 Workshop code: 43328 000 01439
 Engine ID: < Not available >
 J number - mother list: J650
 Data record number: < Not available >
 Data record version: < Not available >

6E - Display / operating unit - roof**7L6919044AD****7L6919044AD****J702 Roof display****300 0401****Coding****Operating number 31912****0 errors detected**

Software part number: 7L6919044AD
 System description: J702 Roof display
 SW version: 0401
 HW part number: 7L6919044AD
 HW version: 300
 Coding:
 Workshop code: 39104 037 31912

08 - Climate/heating electronics**7L6907040AK**

CLIMAtronic R/L

--- 4337

Coding 21030**Operating number 31414****0 errors detected**

Software part number: 7L6907040AK
 System description: CLIMAtronic R/L
 SW version: 4337
 HW part number: -----
 HW version: ---
 Coding: 21030
 workshop code: 00001 790 31414

68 - Wiper electronics

7L6955119B
J400__ Front wiper
Coding 1397
Operating number 31414

--- **5301**

0 errors detected

Software part number: 7L6955119B
System description: J400__ Front wiper
SW version: 5301
HW part number: -----
HW version: ---
Coding: 1397
Workshop code: 00001 790 31414

09 - Electronic central electrics
7L6937049AF
J519
Coding long
Operating number 31414

7L6937049AF
004 2002

0 errors detected

Software part number: 7L6937049AF
System description: J519
SW version: 2002
HW part number: 7L6937049AF
HW version: 004
Coding: \$23 00 08 00 2F 22 3C 00 00 00 00 00 00 00 00 00
Workshop code: 00001 790 31414

19 - Diagnosis interface for data bus
6N0909901
J533 GW-K-CAN TP20
Coding long
Operating number 469

7L6920990P *
--- **9633**

0 errors detected

Software part number: 6N0909901
System description: J533 GW-K-CAN TP20
SW version: 9633
HW part number: 7L6920990P *
HW version: ---
Coding: \$7F E6 F7 DB CB 84 60 02
Workshop code: 68917 128 00469

69 - Trailer function
7L0907383N
J345 Trailer
Coding 16386
Operating number 0

7L0907383N
007 0080

0 errors detected

Software part number: 7L0907383N
System description: J345 Trailer

SW version:	0080
HW part number:	7L0907383N
HW version:	007
Coding:	16386
Workshop code:	00000 000 00000

EA11003EN-01 Non-responsive content removed

To:

CC:

Date: 11/13/2008, 11:38:36 AM

Subject: Spa. Re: [redacted] RE: Status of findings - verification run in [redacted] v_12_11_08 v_13_11_08

Attachments: [2008-CP4-0776 Erstbefund .ppt](#)

Hi [redacted] here's the information / analysis from the US endurance run.

Yours sincerely,

Non-responsive content removed

From [redacted]

Sent: Wednesday, November 12, 2008 10:41 PM

Non-responsive content removed

Subject: [redacted] RE: Status of findings - verification run in [redacted] v_12_11_08

Hello [redacted]

Please find attached the findings regarding your complaints r.e. the HP injection pump 2.0 I 4V CR EU5.

If you have any queries, please go through the official channels and contact Bosch via [redacted]

Yours sincerely,

Non-responsive content removed

<http://www.volkswagen.de>

Hello [redacted]

In the attachment you will find the status of findings for the pump failures from the verification run in [redacted]. The failure pattern is known and coincides with the damage symptoms so far, i.e. cause of failure due to "sticking roller". The remedy measures will be discussed within the scope of the task force and the current status communicated by means of weekly status reports from [redacted]

<<2008-CP4-0776 Erstbefund .ppt>>

Mit freundlichen Grüßen / Best regards

[redacted]

Robert Bosch GmbH

Non-responsive content removed

From: Non-responsive content removed
To:
CC:

Date: 11/14/2008, 9:28:26 AM
Subject: ANS: Change HPP from AU71698392

Hello

I have just been talking to Non-responsive content removed about the subject. Our recommendation:

- * In order not to lose any running time, it is best not to replace the pump.
- * Continue to critically observe the vehicle.
- * If pump does fail - no report in pilot hall.

Non-responsive content removed asks that you carry out a "misuse trial " with approx. 10 x empty tank runs and then diagnose the pump.
With best wishes

Non-responsive content removed

>
>From Non-responsive content removed
>Sent: Friday, November 14, 2008, 9:15 AM

Non-responsive content removed

>Subject: ANS: Change HPP from AU71698392

>Hello

>As this all concerns a USA project, please take Non-responsive content removed along too.

>I have a good feeling that there is no preliminary damage, but I can't verify that of course.

>What's this about air? Has the tank been regularly driven till empty? It is the case that the engine dies due to rail pressure fluctuations and that the pump is not running completely dry; if the instructions of customer service (controlling the inline EFP etc.) were followed after empty tank,

there should not have been any problems.

>

>I know there has been a verification. Maybe we should compile a testing catalog of misuse trials and test it in the development phase (e.g. with a pump 20x empty tank; pump deliberately to be started with disconnected PCV = no rail pressure x hours etc.)

>

>Regards,

Non-responsive content removed

>

>With best wishes

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>From: Non-responsive content removed

>Sent: Friday, November 14, 2008, 8:57 AM

>Non-responsive content removed

>

>Subject: RE: Change HPP from AU71698392

>

>Hi

Non-responsive content removed

>

>Please give us your specialist opinion! (in writing for distribution).

>

>With best wishes

>

>Non-responsive content removed

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>From: Non-responsive content removed

>Sent: Monday, November 10, 2008, 10:58 AM

>To: Non-responsive content removed

>Subject: ANS: Change HPP from AU71698392

>

>... now I would like to hear your official development statement in this regard.

>The pump took on a lot of air on account of a "tank display error".

>What are we doing in the CS?

>

>With best wishes

>

>Non-responsive content removed

>

>

>From: Non-responsive content removed

>Sent: Sunday, November 09, 2008, 11:23 AM

>Non-responsive content removed

>

>

>

>Subject: ANS: Change HPP from AU71698392

>

>Hi [redacted]

>

>As I said, my opinion is that: the customer drives the tank empty at some point, so the HPP must be able to cope with that>, of course, not on a permanent basis.

>

>Please consider this before we change the pump.

>

>

>

>With best wishes

>

>Non-responsive content removed

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>From: Non-responsive content removed

>Sent: Friday, November 07, 2008, 5:21 PM

>Non-responsive content removed

>

>

>Subject: Change HPP from AU71698392

>

>Hi Non-responsive content removed

>

>I have had a chat with [redacted]

>We don't think it makes sense to continue driving with a pump that has had air in it.

>Please replace. Non-responsive content removed shall receive 5 pumps and send them to USA.

>

>Hello Non-responsive content removed

>

>Could we get one of the pumps for a Q7 on the station 1?

>[redacted] has said that this is not an issue.

>

>Please provide feedback.

>Thank you

>

>With best wishes

>

>Non-responsive content removed

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Non-responsive content removed

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

Date: 1/14/2009, 5:24:33 PM

Subject: Re: Analysis report 2009-0018 CP4.2HS customer returns from Audi with unusual deposit on the intake valve

Attachments: [EHC_0545 \[REDACTED\] Audi, CP4 Triebwerkschaden, 13-01-2009.pdf](#)
[CR_ARA_2009-0018_1 Seite.pdf](#)
[Bilder_2009-0018.pdf](#)

Hello [REDACTED]

Here is the current status slide concerning the two USA failures.

<<EHC_0545_[REDACTED] Audi, CP4 Triebwerkschaden, 13-01-2009.pdf>>

Mit freundlichen Grüßen / Best regards

Non-responsive content removed
[REDACTED]

www.bosch.com

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[REDACTED]

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: Wednesday, January 14, 2009, 4:44 PM

Non-responsive content removed
[REDACTED]

Subject: Re: Analysis report 2009-0018 CP4.2HS customer returns from Audi with unusual deposit on the intake valve
Importance: High

Hello [REDACTED]

The red-colored coverings are actually corrosion!

Mit freundlichen Grüßen / Best regards

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www.bosch.com

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

From: Non-responsive content removed
Sent: Wednesday, January 14, 2009, 4:30 PM
To: Non-responsive content removed
Cc:
Subject: Analysis report 2009-0018 CP4.2HS customer returns from Audi with unusual deposit on the intake valve
Importance: High

Dear Non-responsive content removed

Here is the interim report concerning the analyses (SEM, EDS and FTIR).
<<CR_ARA_2009-0018_1 Seite.pdf>> <<Bilder_2009-0018.pdf>>

Mit freundlichen Grüßen / Best regards

Non-responsive content removed



DIN EN ISO 9001 : 2000
Version December 2000

This certificate
is valid until : 2011-10-22
Certificate
registration no. : 396595 QM
Frankfurt on the Main : 2008-10-23



BOSCH

Non-responsive content removed

Corporate Sector Research and Advance Engineering Applied Research 1 - Analytics

Non-responsive content removed

analysis report

Analysis no.: 2009-0018

dated 01/14/2009 Version 1

**Order: CP4.2HS customer returns from Audi
with unusual deposit on intake valve**

Client:

Non-responsive content removed

Receipt of samples: 1/14/2009

Analysis

responsibility: Non-responsive content removed

AUDI AG

Non-responsive content removed

- in advance -

Worab

Non-responsive content removed

June 06, 2008/Fr
Page 1 of 3

Analysis certificate

Client:

AUDI AG, Non-responsive content removed

Non-responsive content removed

Your order: Shipping document: KV 136407
Sample / product: Diesel fuel
Sample designation: DF Alaska Miake / Stich 7/08 no. 1 to 6
Sample size: 6 x approx. in 1.0 liter container
Order reason: Quality control
PM number: 84,483.1-6
Receipt of samples: 6/3/2008

The samples sent over for analysis were tested between the receipt of sample and drawing up of certificate in accordance with the specifications and the following analysis results were obtained:

Appearance / odor

Analysis results

- see page 2 to 3 -

We thank you for your order. Please contact us if you have any problems.

With best wishes

PETROLAB GmbH
Laboratorium für Mineralöl- und Umweltanalytik

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PL no. 84.483.1-6 from 06/06/2008

Analysis criteria	Methods	Dimension	7/08 No. 1	7/08 No. 2	10/08 No. 3	7/08 No. 4	10/08 No. 5	10/08 No. 6
Density at 15°C	EN ISO 12185	kg/m ³	807.5	805.7	805.9	816.0	808.3	808.7
Distillation process	ISO 3405							
Start of distillation		°C	153.7	151.4	153.1	151.3	148.3	152.0
5 Vol.-%		°C	165.2	161.2	164.1	162.3	160.1	161.6
10 Vol.-%		°C	169.4	166.9	169.0	168.7	164.8	168.5
20 Vol.-%		°C	176.8	174.4	176.7	177.9	172.7	174.8
30 Vol.-%		°C	184.0	180.3	182.4	188.0	179.7	178.3
40 Vol.-%		°C	191.8	188.4	187.6	199.4	187.8	187.2
50 Vol.-%		°C	201.2	198.1	199.2	213.6	197.5	198.0
60 Vol.-%		°C	211.4	209.3	210.0	227.4	208.9	209.7
70 Vol.-%		°C	222.5	220.9	222.1	242.4	220.4	221.9
80 Vol.-%		°C	235.4	234.1	235.4	259.2	233.4	234.7
90 Vol.-%		°C	251.7	251.1	252.6	281.2	248.9	250.2
95 Vol.-%		°C	263.3	163.1	264.8	297.7	259.7	260.6
End of distillation			281.3	280.7	280.5	317.3	275.9	276.8
Total of evaporated quantity								
250 °C		Vol.-%	89.1	89.4	88.7	74.7	90.7	89.9
350 °C		Vol.-%	greater than 99	greater than 99	greater than 99	greater than 99	greater than 99	greater than 99
370 °C		Vol.-%	greater than 99	greater than 99	greater than 99	greater than 99	greater than 99	greater than 99
Loss / residue		Vol.-%	0.5/0.5	0.5/0.5	0.5/0.5	0.6/0.6	0.5/0.5	0.5/0.5
Color	ASTM D 156		+30	+30	+30	+30	+30	+30
Cetane number								
Determined with BASF MWM engine	EN ISO 5165							
Corrected at CFR level (EN 590)								
Phosphorous content	EN ISO 20884	mg/kg	below 5 (below 2)	below 5 (MW 3)	below 5 (below 2)	380	370	380
Flash point	EN ISO 2719	°C	46.0	45.0	45.0	44.0	44.0	42.0
Water content	EN ISO 12937	mg/kg	30	30	30	40	35	40
Oxidation stability	EN ISO 12205	g/m ³	1	1	1	1	1	1

<u>Analysis criteria</u>	<u>Methods</u>	<u>Dimension</u>	7/08 No.1	7/08 No.2	07/08 No.3	07/08 No.4	07/08 No.5	07/08 No.6
HFRR	<i>ISO 121561</i>	µm	381	373	387	364	345	344
Fatty acid methyl ester content Expressed as FAME	<i>EN 14078</i>	Vol.-%	below 0.1	below 0.1	below 0.1	below 0.1	below 0.1	below 0.1
Total impurities	<i>EN 12661</i>	mg/kg	1	3	3	1	2	1
Aromatic compound content	<i>EN 12916</i>							
- Monoaromatic compounds		Wt.%	16.6	15.8	15.8	17.5	16.9	17.2
- Diaromatic compounds		Wt.%	0.2	0.2	0.2	1.8	1.6	1.6
- Tri+-aromatic compounds		Wt.%	below 0.1	below 0.1	below 0.1	below 0.1	below 0.1	below 0.1
- Polyaromatic compounds		Wt.%	0.2	0.2	0.2	1.9	1.6	1.6
- Total aromatic compounds		Wt.%	16.9	16.1	16.0	19.4	19.4	18.8
- Polycyclic aromatic hydrocarbons		Wt.%	0.3	0.3	0.2	1.9	2.5	1.6
<small>(Total aromatic compounds - monoaromatic compounds) as per EN 590</small>								

We thank you for your order. Please contact us if you have any problems.

With best wishes

PETROLAB GmbH
Laboratorium für Mineralöl- und Umweltanalytik

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The test results refer exclusively to the presented samples in the tested criteria. This test report may not be published, either in whole or in part, without the written permission of the testing laboratory.

From: Non-responsive content removed

To:

CC:

Date: 1/29/2009, 1:37:42 PM

Subject: Re: No start 3.0 TDI Breakdown

Hello Non-responsive content removed

Here is some prior information.

Pump DM is 03/07

Best wishes,

Non-responsive content removed

From:

Sent: Wednesday, January 28, 2009, 8:51 PM

Non-responsive content removed

Subject: RE: No start 3.0 TDI Breakdown

Hi

Sorry took so long to get back to you but I was working on this with Non-responsive content removed
I removed the metering valve and no signs on any contamination of ant type. Also the picture in attachment was taken through a mirror so everything is backwards.

Best regards

Non-responsive content removed

From: Non-responsive content removed

Sent: Wednesday, January 28, 2009 12:21 PM

Non-responsive content removed

Subject: RE: No start 3.0 TDI Breakdown

Sure!

But please check the "MU" metering unit - it is very easy, just 2 screws to loose - and send me the data from the high pressure pump (as it can be seen in my latest attachment) to check the date of production.

Thank you.

Best regards,

Non-responsive content removed

From: [redacted]

Sent: Wednesday, January 28, 2009, 5:23 PM

Non-responsive content removed

Subject: RE: No start 3.0 TDI Breakdown

Can I erase the fault and see if it starts??

Best regards

Non-responsive content removed

From: Non-responsive content removed

Sent: Wednesday, January 28, 2009 10:21 AM

Non-responsive content removed

Subject: RE: No start 3.0 TDI Breakdown

Hi [redacted]

thank you for your email!

I have some more questions regarding the similar problem 3 weeks ago:

When you replaced the fuel filter, did you find water inside the filter house? Did you take photos? Is the filter still available?

To check the high pressure pump: can you please remove the metering unit and check for metal particles inside? please see the attached files for informations

Best regards

Non-responsive content removed

With best regards

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

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From: [Redacted]

Sent: Wednesday, January 28, 2009, 3:09 PM

Non-responsive content removed

Subject: RE: No start 3.0 TDI Breakdown

Hi [Redacted]

Please see attached Diagra readout. I spoke with [Redacted] yesterday and will be talking with him again today.

He has requested another DiagRa readout with a configuration he has sent me. I will do this first thing this AM. I will also be doing a VDS Wins report today about this hopefully with some more information than I have now.

I filled with fuel at 24,887 miles 373 miles before problem accrued. I experienced crank but no start at 24,857 miles 343 miles before problem accrued due to running urea empty. This was done intentionally. I put two cruiser bottles of urea in and started normally after twenty seconds ignition on.

I was driving this vehicle when this problem happened. The ambient temp. was about 15 deg. F and had been driving about 30 minutes since start up at about 50 MPH. The check engine light came on and seemed to go into a limp mode. Could not go over 40 MPH. Pulled over and turned engine off to check under hood. No visual problems. Would not re start. Cranked OK. Had vehicle towed to test center.

Also please see e mail attachment for a problem with same vehicle 3 weeks earlier. For this problem was advised to replace fuel filter because of some reported similar problems with other vehicles in test fleet. I replaced the fuel filter and a water pump due to a leaking water pump gasket. The old pump was plastic and the new metal. This was done at 24, 624 miles or 636 miles before problem.

Please see attached VDS 4785617 e mail for similar problem July 16, 2008. At that time vehicle started after pulling over.

Any other request info please let me know.

Best regards

Non-responsive content removed

From: Non-responsive content removed

Sent: Wednesday, January 28, 2009 4:38 AM

Non-responsive content removed

Subject: Re: No start 3.0 TDI Breakdown

Importance: High

Hi [redacted]

can you please send us the informations regarding the E273?

Thank you.

Thank you for your email.

I will be out of office from Monday 1/19/2009 until Thursday 1/29/2009.

Please contact [redacted]

In urgent cases you can reach me on my cell phone.

Best regards

[redacted]

With best regards

[redacted]

Sitz/Domicile: Ingolstadt
Registergericht/Court of Registry: Local District Court Ingolstadt
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From: [redacted]

Sent: Wednesday, January 28, 2009, 10:31 AM

[redacted]

Subject: RE: No start 3.0 TDI Breakdown

Importance: High

Hello [redacted]

A few weeks ago we received information to say that this vehicle was not starting properly. The fuel filter is supposed to be replaced and the fuel in the filter analyzed for water content.

Please provide feedback as to whether this has already happened and what the results were.

We also need the following information:

-) At what ambient temperatures was the vehicle parked / started?

-) Was it possible to start the vehicle in the station?
-) Current FSP excerpt
-) Please dismantle the MU on the high-pressure fuel pump and check for shavings -> please send a photograph.
-) Photograph of the fuel filter and fuel in the filter
-) Part number of the high-pressure fuel pump

Thank you

With best regards

Non-responsive content removed

AUDI AG

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From: Non-responsive content removed

Sent: Tuesday, January 27, 2009, 10:59 PM

Non-responsive content removed

Subject: Re: No start 3.0 TDI Breakdown

Importance: High

Hello Non-responsive content removed

We have a breakdown in [redacted] from the EC fleet (Touareg V6 3.01 BIN5 SW 3WP5). My former employee at the site informed me and sent me the excerpt. The vehicle turns only the starter and then no longer starts and had to be towed back to the Tech Center. Based on the SCR information from the measured value blocks and the statically entered error P0087, I am assuming this is rather a pump defect than the inducement especially as there was no warning on the instrument cluster.

I can keep the official report back until tomorrow. We have sent my colleagues in [redacted] a measurement configuration with the A2L file, so that they can exclude the SCR system. I expect results tomorrow. Could you put together a diagra configuration so as to restrict the cause concerning the rail pressure system?

P0087 Fuel Rail/System Pressure - Too Low
0110 0011 mechanical error
conditions met



MADE IN GERMANY
0000
BP1 4213
01 000183
DA 527 031 920
CP1 5H2-141-5X2 832-BEC
TO 99T 02B 244 0
BOSCH 110

From: Non-responsive content removed

To:

CC:



Date: 2/19/2009, 3:02:00 PM

Subject: Testing in USA

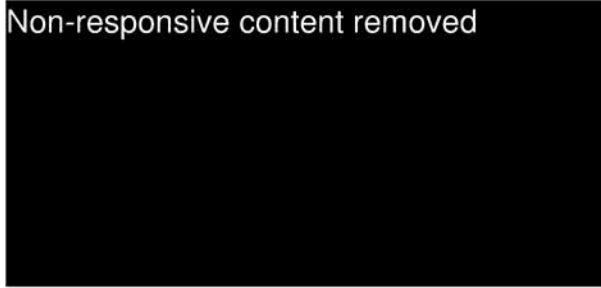
Attachments: [Erprobung USA Int.Falls - HDP - KW49.ppt](#)

Dear **Non-responsive content removed**

As I said before, it really makes no sense to allow the diesel fuel filter to run 100% without water separation and replacement in an endurance run in USA, in my opinion not in the **Non-responsive content removed** either! As of when was / will it be converted?

With best regards

Non-responsive content removed



From: Non-responsive content removed

Sent: Thursday, February 19, 2009, 2:00 PM

Non-responsive content removed

Subject: Pump for diagnosis

Hello **Non-responsive content removed**

Could you please check to see if we can obtain the pump 0 445 b20 169_10 copy 4003 for diagnosis purposes.

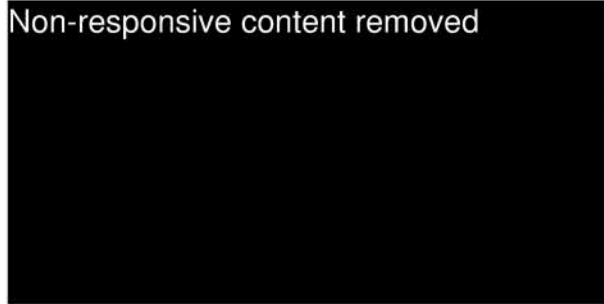
The pump will certainly have seen free water (as a water separator works at 100%) -> I would like to know if we find any corrosion on the pump components.

<<Erprobung USA Int.Falls - HDP - KW49.ppt>>

Thank you.

Best regards / mit freundlichen Grüßen

Non-responsive content removed



From: Non-responsive content removed

To:

CC:

Date: 8/3/2009, 7:16:05 AM

Subject: Re: Pump complaint from Q verification USA - pump no. 290109-0425

Attachments: [Beanstandung CP4.1 290109-0425 USA .ppt](#)

First analysis from Bosch regarding seized HPP from the A3 Bin5.

Unfortunately only a list of what is broken. Why still open.

Non-responsive content removed

<http://www.audi.com>

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Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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From: Non-responsive content removed

Sent: Friday, July 31, 2009, 4:17 PM

Non-responsive content removed

Subject: Pump complaint from Q verification USA - pump no. 290109-0425

The interim status of the complained about CP4.1 from a USA Q verification in an [redacted] (see attachment). We require further analyses in order to clarify the cause. Could you please send us a fuel sample from the affected vehicle or have you already had a fuel analysis?

Mit freundlichen Grüßen / Best regards

Non-responsive content removed

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

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 **BOSCH** 
0 445 B20 169-20
CP4.2HS-747-2x5.625-REC
059 130 755 AL 
 00 000982
BPT 4186
 0000
Made in Germany

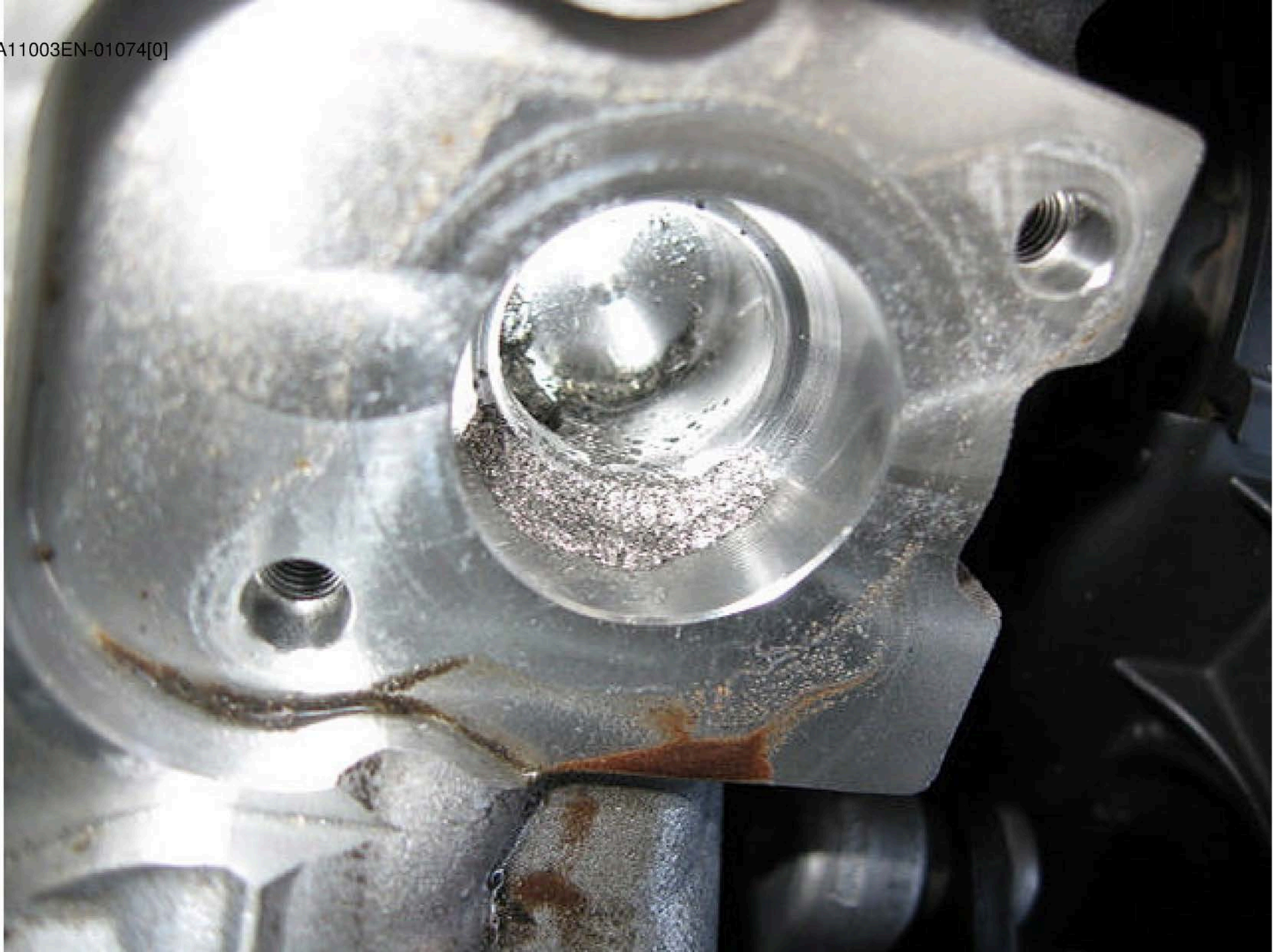




EA11003EN-01072[0]







From: Non-responsive content removed

To:

CC:

Date: 10/15/2008, 4:21:41 PM

Subject: ANS: Serious problem with vehicle 7L69D024 (3.0l 165kW/AL750-6A), Failure of high-pressure fuel pump

Attachments: [EHC_0444 \[redacted\] Audi CP4 Entwicklungsaktivitäten zur Reduktion von Triebwerksschäden 08-10-2008.pdf](#)
[EHC_0443 \[redacted\] Audi CP4 Fertigungsaktivitäten zur Reduktion von Triebwerksschäden 08-10-2008.pdf](#)

Hello

Non-responsive content removed

Please find attached information about the drivetrain damage topic.

Information & measures are discussed weekly between Bosch - Audi - VW.

I can do the following:

- 1) Offer you a 613 pump immediately
- 2) Tell you tomorrow when the pump with C2.1 on the roller end and new camshaft (PIN position) will be available (-> we will have to set it up first)
 - 2.1) Pump with C2.1 roller tip will be available in 1-2 days
 - 2.2) I will receive the camshaft information tomorrow

Mit freundlichen Grüßen / Best regards

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

Headquarters: 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, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Volkmar Denner, Uwe Raschke, Peter Tyroller

From: Non-responsive content removed

Sent: Monday, October 13, 2008, 12:29 PM

Non-responsive content removed

Subject: ANS: Serious problem with vehicle 7L69D024 (3.0l 165kW/AL750-6A), failure of high-pressure fuel pump

Importance: High

Hello

Non-responsive content removed

EA11003EN-01304[1]

I'm afraid we have another failure with a Q verification vehicle from VW in the U.S. It is a repeat case involving the same Touareg that already failed once at 2,700 km. Whether this involves subsequent damage as a result of the 1st case or whether this is a new defect, unfortunately, cannot be determined. I have already entered the case in the latest failure list (date: today). With a pump date of manufacture of January 22, 2008, it is hardly the newest, without the measures from WK19/08.

The error memory printout is attached.

Can you please send [redacted] 1 unit of the twin pistons BIN5 pump with the new shaft position (059 130 755 AL) at your convenience?

Hello [redacted]

Please send me the failed pump SAP!

Please address it to me, or better/faster directly to [redacted] at Bosch in [redacted] (see address below).

Please call me when you have received the replacement pump for installation in the U.S.

Hello [redacted]

Is it correct that this engine/vehicle already contains the new W24 tension pulley (that's what it says in my list)?

Non-responsive content removed

With best regards

Non-responsive content removed

From: Non-responsive content removed

Sent: Monday, October 13, 2008, 11:25 AM

Non-responsive content removed

Subject: Re: Serious problem with vehicle 7L69D024 (3.0l 165kW/AL750-6A), failure of high-pressure fuel pump

Hi all,

For information

With best regards

Non-responsive content removed

Non-responsive content removed

From: Non-responsive content removed

Sent: Monday, October 13, 2008, 11:18 AM

Non-responsive content removed

Subject: Serious problem with vehicle 7L69D024 (3.0l 165kW/AL750-6A), failure of high-pressure fuel pump

Hello,

Attached please find a serious complaint from the verification run at [REDACTED] with a request for opinion!

Regards,

Non-responsive content removed

VOLKSWAGEN AG

Sitz/Domicile: Wolfsburg

Registergericht/Court of Registry: Local District Court Braunschweig

HRB no./ Commercial Register No.: 100484

Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: 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:

CC:

Date: 10/24/2008, 12:20:09 PM

Subject: Re: FB Q Circle Audi on 11/05/08

Attachments: [PaynterCharts_alle_CP4x_VW_AUDI_mit Diagramm und ppm_20102008.xls](#)
[Situation Triebwerkschäden.ppt](#)

Hello

The requested data is attached.

I'm afraid you won't be able to reach me this afternoon (I have a long internal meeting). If you need any further information, etc., we can get in touch Monday morning. Or in urgent cases, please contact directly.

I wish you a nice weekend.

Best regards / mit freundlichen Grüßen

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Robert Bosch GmbH

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

From: Non-responsive content removed

Sent: Friday, October 24, 2008, 11:18 AM

Non-responsive content removed

Subject: ANS: FB Q Circle Audi on 11/05/08

Hello

I will send you the data as soon as possible.

Best regards / mit freundlichen Grüßen

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Robert Bosch GmbH

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

From: Non-responsive content removed

Sent: Friday, October 24, 2008, 9:47 AM

Non-responsive content removed

Subject: FB Q Circle Audi on 11/05/08

Hi all,

Here are the deadlines once again for everyone:

WK44

10/27-28 Create the documents for the Q circle (draft) and send in advance to Bosch and Audi participants

10/29-30/08 business trip

10/31/08 final definition of documents with updated data from Bosch

(ditto)

WK45

11/03-04 vacation

11/05 Morning Final coordination, update final information as needed

11/05 2:00 PM Start of Q circle

Please report any concerns / suggested improvements.

will you send me the IQIS data (see mail) today or early Monday?

With best regards

Non-responsive content removed

From: Non-responsive content removed

Sent: Friday, October 24, 2008, 6:56 AM

Non-responsive content removed

Subject: RE: Liste Triebwerkschäden CP4 20 10 08 (2).xls

Hello

Please submit them this week (today) & next week in the [redacted] circuit.

[redacted]

When you edit the list and send it back to [redacted] - please include [redacted] (cc to me).

If you need data from Development, please ask [redacted]

I will resume my activity in WK45.

Thank you.

Mit freundlichen Grüßen / Best regards

[redacted]

Robert Bosch GmbH

[redacted]

Headquarters: Stuttgart, Court of Registry: Local District Court Stuttgart, Commercial Register No. 14000
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Bernd Bohr, Rudolf Colm, Gerhard Kümmel, Wolfgang Malchow, Peter Marks;
Volkmar Denner, Uwe Raschke, Peter Tyroller

From: [redacted]

Sent: Wednesday, October 22, 2008, 9:32 AM

[redacted]

Subject: Re: [redacted] Liste Triebwerkschäden CP4 20 10 08 (2).xls

Hello [redacted]

Do you have documentation on the supplier of roller model line 20 4VW77 and TF209?
Please fill lines 67 & 68 (if available).

[redacted]
Here are all the orange fields with roller supplier 1.

Best regards / mit freundlichen Grüßen

[redacted]

From: Non-responsive content removed

Sent: Wednesday, October 22, 2008, 8:46 AM

Non-responsive content removed

Subject: ANS: Non-responsive content removed, Liste Triebwerkschäden CP4 20 10 08 (2).xls

Hello Non-responsive content removed

The 4VW77 (TF209) was "torn away" from us after a brief period of time with the reasoning "development vehicle". Therefore, I cannot make a statement.

That was the pump that came back first and was diagnosed together with Non-responsive content removed

Mit freundlichen Grüßen / Best regards

Non-responsive content removed

Robert Bosch GmbH

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Volkmar Denner, Uwe Raschke, Peter Tyroller

From: Non-responsive content removed

Sent: Wednesday, October 22, 2008, 7:30 AM

Non-responsive content removed

Subject: Re: Non-responsive content removed, Liste Triebwerkschäden CP4 20 10 08 (2).xls

Hello

Can you please name/confirm the roller supplier for lines 22,23,24 (Nog. ? left & right) 25 hasn't arrived yet AFAIK.

Non-responsive content removed

Can you please name the roller supplier from lines 20 (TF209) & 54(TF 173).

Thanks!

Mit freundlichen Grüßen / Best regards

Non-responsive content removed

From Non-responsive content removed
Sent: Tuesday, October 21, 2008, 5:25 PM
Non-responsive content removed
Subject Non-responsive content removed - Liste Triebwerkschaden CP4 20 10 08 (2).xls

<Non-responsive content removed - Liste Triebwerkschaden CP4 20 10 08 (2).xls>>

Hello Non-responsive content removed

I have made changes to the table (lines 153 - 158): In bold.

- Repeat cases in [redacted] entered
- Running times, deployment use of U.S. fleet vehicle

Regards

Non-responsive content removed

From: Non-responsive content removed
To:
CC:

Date: 11/6/2008, 4:27:02 PM

Subject: ANS: new HPP failure in GQ_AL

Attachments: [FEA_EHC_0443_V3 \[redacted\] Audi CP4 Fertigungsaktivitäten zur Reduktion von Triebwerksschäden 04-11-2008.ppt](#)

Hello [redacted]

The diagnostic experts are here in [redacted], which is why I asked that the pump be sent to [redacted]

The last, most effective (measurable) measure was the straightedge test + cleaning cloth, etc. in WK19/20 2008.

Further production (avoidance & discovery) measures are being implemented (see attached slide).

In development, we recommend the C2 layer on the roller end as an immediate measure.

Mit freundlichen Grüßen / Best regards

[redacted]

Robert Bosch GmbH

[redacted]

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

■

From: Non-responsive content removed

Sent: Thursday, November 06, 2008, 10:49 AM

[redacted]

Re: new HPP failure in GQ_AL

Importance: High

We have another HPP failure in the verification run of [redacted] VW.

The pump data:

0 445 010 613
CR / CP4S2 / R75 / 40
059 130 755 AG
01 080122
BPT 0898

Vehicle is in Florida, USA. We are currently clarifying the possibility of analysis. Does Bosch have the option to analyze the pump in the USA or must it come to [redacted] ?

Please provide a brief status on the current status of the HPP:
Have further measures been implemented since the straightedge test? Are measures planned?

Thank you.

<<SWP_7L69D025_Motorschaden.pdf>>

With best wishes

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, Axel

Strotbek, Werner Widuckel

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From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 5/29/2009, 4:52:00 PM
Subject: Re: Update Paynter Chart CP4
Attachments: [PaynterCharts_CP4_FeP_und_JhP.pdf](#)

Dear [REDACTED]

You pressured us to approve the [REDACTED] site for these measly CP4.2 delivery numbers !!!???
Or was it really just in case (worst case)?

With best regards

Non-responsive content removed

From: Non-responsive content removed

Sent: Friday, May 29, 2009, 2:59 PM

Non-responsive content removed

Subject: Update Paynter Chart CP4

Gentlemen,

Based on [REDACTED] request, here is the update of the Paynter chart for CP4 from [REDACTED]

I wish you happy holidays.

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Robert Bosch GmbH

Non-responsive content removed

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

From: Non-responsive content removed
To: [redacted]
CC: [redacted]
Date: 10.06.2009 1:10:44 PM
Subject: RE: Status CP4
Attachments: [Status CP4 Mai 2009.ppt](#)

Hello [redacted]

You can help me: in two weeks, on June 24th, we have our next breakdown meeting - the topic of the HP fuel pump drivetrain damage will also be covered. Can you please update the presentation with specific measures and dates, and possibly with the conclusion of where they are being followed up outside of our meetings? (I don't want to keep presenting it monthly if the remediation measures are effective).

Thanks in advance for your assistance.

Best regards,

Non-responsive content removed

>
>From: [redacted]
>Sent: Tuesday, May 19, 2009 4:06 PM

Non-responsive content removed

>Subject: ANS: Status CP4

>
>Hello gentlemen,
>
>Here is the current status of the drivetrain >damage.

>
> << File: Status CP4 Mai 2009.ppt >>

>
>The quasi/FI graphics for 2.7l and 3.0l are [redacted], not only [redacted]
>If you find any typos, please let me know - I had a tight deadline. >R4 charts (1-2 months old):

> << File: B8 2,0l Grafik [redacted].pdf >> << File: A3 2,0l Grafik [redacted].pdf >>

>From: Non-responsive content removed

>Sent: Thursday, November 27, 2008 8:19 AM

Non-responsive content removed

>Subject: FW: Status CP4

>

>FYI

>

>

>From: Non-responsive content removed

>Sent: Wednesday, November 26, 2008 6:11 PM

Non-responsive content removed

>Subject: Status CP4

>

>As requested:

>

> < File: Status CP4 November 2008.ppt >>

>

>With best wishes

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

Date: 15.06.2009 13:38:00

Subject: AW: Kolbenfresser Hochdruckpumpe CP4

Attachments: [AW_Folien-Aktualisierung - Kolbenfresser - QTS 3356625_4VW205.msg](#)

Hello Non-responsive content removed

I notified 4 [redacted] people (Non-responsive content removed) on Monday, 06/08/09 at 10:00 AM together with an "initial thread" - and about the technical meeting at [redacted]. It wasn't possible sooner.

The impact of the gauge insertion check (since 05/14) seems to be apparent at first glance (1 month since the last failure); but is not technically proven yet (theoretically, a "small floral leaf form" will fit in the trial bore). And since only 1 internal failure occurred at Bosch in [redacted] in the last 2 calendar years, but 60 in [redacted] (I), I have ordered the installation of [redacted] pistons until the problem is clarified.

As a side effect, this measure is also intended to "increase suffering", so Bosch finally does something significant. The problem of increased failures had already been known for 6 weeks at Bosch, but we were not informed until 06/08, although we submitted a complaint in late May. On the technical side, we [redacted] and I) suggested that the machine be equipped with an acceleration sensor (for grinding termination and analysis); it looks suspiciously like resonance vibration during grinding; [redacted] knows this from his past as a "mechanical processor of crankshafts".

Please give your emphatic support to my demands on Wednesday:

- * [redacted] pistons
- * Acceleration sensors

I requested the presentation from [redacted] QA manager, for today, after I failed to receive it on Friday although it was promised (error tree analysis is being created).

Let's continue to pull in the same direction!!!

For your information only >I must be informed of plant visits and Q meetings, or we will embarrass ourselves (like was the case with me on Wednesday)!!!

- I've always had [redacted] + additional [redacted] people in the distribution list, depending on the case; who should I notify in future, always and priority-dependent?

- I'm the one here; in my absence [redacted] in his absence, [redacted] (only for extremely important issues!).

>With best wishes

>
Non-responsive content removed

>
>From: Non-responsive content removed

>Sent: Monday, June 15, 2009, 1:48 PM

Non-responsive content removed

>Subject: RE: Piston seizure in CP4 high-pressure fuel pump

>
>Hello

>We didn't visit Bosch last week, but rather yesterday. (the appointment had been rescheduled previously due to another topic).

>We didn't find out that a technical meeting would take place in [REDACTED] the next day until we reached Bosch!

>As a result, you have the same information on Wednesday that we saw Tuesday, and we agreed to coordinate the next steps with you. You had threatened to shut down the line (we didn't know this at the time of our visit either).

>We were told that since the introduction of the second optimized gauge insertion check on 06/14 no internal faults have been found in the FFT, which confirms our prior experience with the increased HT and CP7 to date.

>
>Best wishes,

Non-responsive content removed

>
> < OLE object: image (metafile) >>

>From: Non-responsive content removed

>Sent: Monday, June 15, 2009 12:16 PM

Non-responsive content removed

>Subject: >Piston seizure in CP4 high-pressure fuel pump

>
>Hi all,

>Last Wednesday (before the long weekend), I invited Non-responsive content removed from Bosch to a special meeting at [REDACTED] on high-pressure piston seizures as part of the CP4 technical meeting.

>In the process, I found out that in the previous week, Non-responsive content removed were in Non-responsive content removed as a result of the CP4.1 failures (I was on vacation that week).

Non-responsive content removed

> < OLE object: image (metafile) >>

>Von: Non-responsive content removed
>Sent: Friday, June 05, 2009, 3:58 PM

Non-responsive content removed

>Subject: Re: Spa. Re: Non-responsive content removed Inspection plan to disassemble CP4.1 high-pressure fuel pump v_04_06_09 v_05_06_09

>2nd attempt Part 2

>Von: Non-responsive content removed
>Sent: Friday, June 05, 2009, 3:53 PM

Non-responsive content removed

>Subject: Re: Spa. Re: Non-responsive content removed Inspection plan to disassemble CP4.1 high-pressure fuel pump v_04_06_09 v_05_06_09

>2nd part !!!

> < Message: HPP disassembly audit for particles, photos for appointment RB cleanliness on 27_04_09 >>

>Von: Non-responsive content removed
>Sent: Friday, June 05, 2009, 3:51 PM

>To: Non-responsive content removed

>Cc: Non-responsive content removed
>Subject: Re: Spa. Re: Non-responsive content removed Inspection plan to disassemble CP4.1 high-pressure fuel pump v_04_06_09 v_05_06_09

>2nd attempt to send

>Von: Non-responsive content removed
>Sent: Friday, June 05, 2009, 3:47 PM

>To: Non-responsive content removed
>Cc: Non-responsive content removed

>Subject: Spa. Re: Non-responsive content removed Inspection plan to disassemble CP4.1 high-pressure fuel pump v_04_06_09 v_05_06_09>

>Hello Non-responsive content removed

>Please refer to my e-mail from 06/06/09 on the same subject.

>Please also find attached several photos from my audit, scope: 3 pumps.

>Non-responsive content removed and his superior from Bosch already visited Non-responsive content removed on this subject.

> < File: de.volkswagen.qsinform.process v_30_04_09.pdf >> < Message: Non-responsive content removed Photos. v_24_04_09 >>

>With best wishes

Non-responsive content removed

>Volkswagen AG

Non-responsive content removed

>

>

>

>Von: Non-responsive content removed

>Sent: Thursday, June 04, 2009, 3:22 PM

>To: Non-responsive content removed

>Cc:

>Subject: Inspection plan to disassemble CP4.1 high-pressure fuel pump
v_04_06_09

>

>Hello

Non-responsive content removed

>

>When the inspection plan is ready, please mail it to me!

>Thanks in advance and have a nice day!

>Best wishes,

Non-responsive content removed

From: Non-responsive content removed
To:
CC:



Date: 06.08.2009 09:08:00 AM

Subject: Presentation on piston grinding process / 4VW205

Attachments: [4VW205k2.pdf](#)

Helio

Non-responsive content removed

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 [redacted] ?

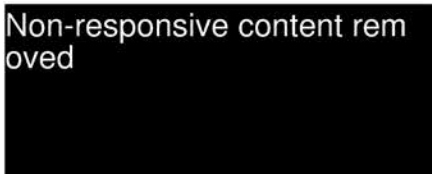
etc.

I expect specific statements and process measures at our technical meeting in [redacted] the day after tomorrow.

Otherwise we will block the [redacted] line and source from [redacted]; it is in no small part due to such cases that we approved a second delivery plant.

With best wishes

Non-responsive content removed



EA 14000511
Non-responsive content removed

Sitz/Domicile: Ingolstadt
Registergericht/Court of Registry: Amtsgericht 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

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From: Non-responsive content removed

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

Non-responsive content removed

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

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

To:

CC:

Date: 6/23/2009, 1:33:00 PM

Subject: Documents for seized piston

Attachments: Document.pdf

Hello Non-responsive content removed

Thank you for the quick information.

But the time from item 4 to item 6 (2 weeks) is simply too long. This is difficult to understand; it has to go faster; I can't explain this plausibly to any of my superiors. If your colleague from Schillerhöhe has a "time problem", then please let me know and I'll activate

With best wishes

Non-responsive content removed

Sitz/Domicile: Ingolstadt Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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

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

From: Non-responsive content removed

Sent: Tuesday, June 23, 2009 1:54 PM Non-responsive content removed

Cc: Non-responsive content removed

Subject: Re: Documents as discussed by phone with Photo added

Importance: High

Meta-plan board from task force

Mit freundlichen Grüßen / Best regards

Robert Bosch GmbH

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

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

From: Non-responsive content removed

Sent: Tuesday, June 23, 2009, 1:37 PM

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Subject: Documents as discussed by phone with

Dear

Here are the requested slides as discussed with

The first 5 slides are from the management meeting in on 06/17/09. I have also attached the OPL, which was supplemented by hand.

The official OPL will be updated ASAP. The exact figures of the assembled pistons from will be provided soon.

Mit freundlichen Grüßen / Best regards

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EA11003EN-01322[1]

Headquarters: 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

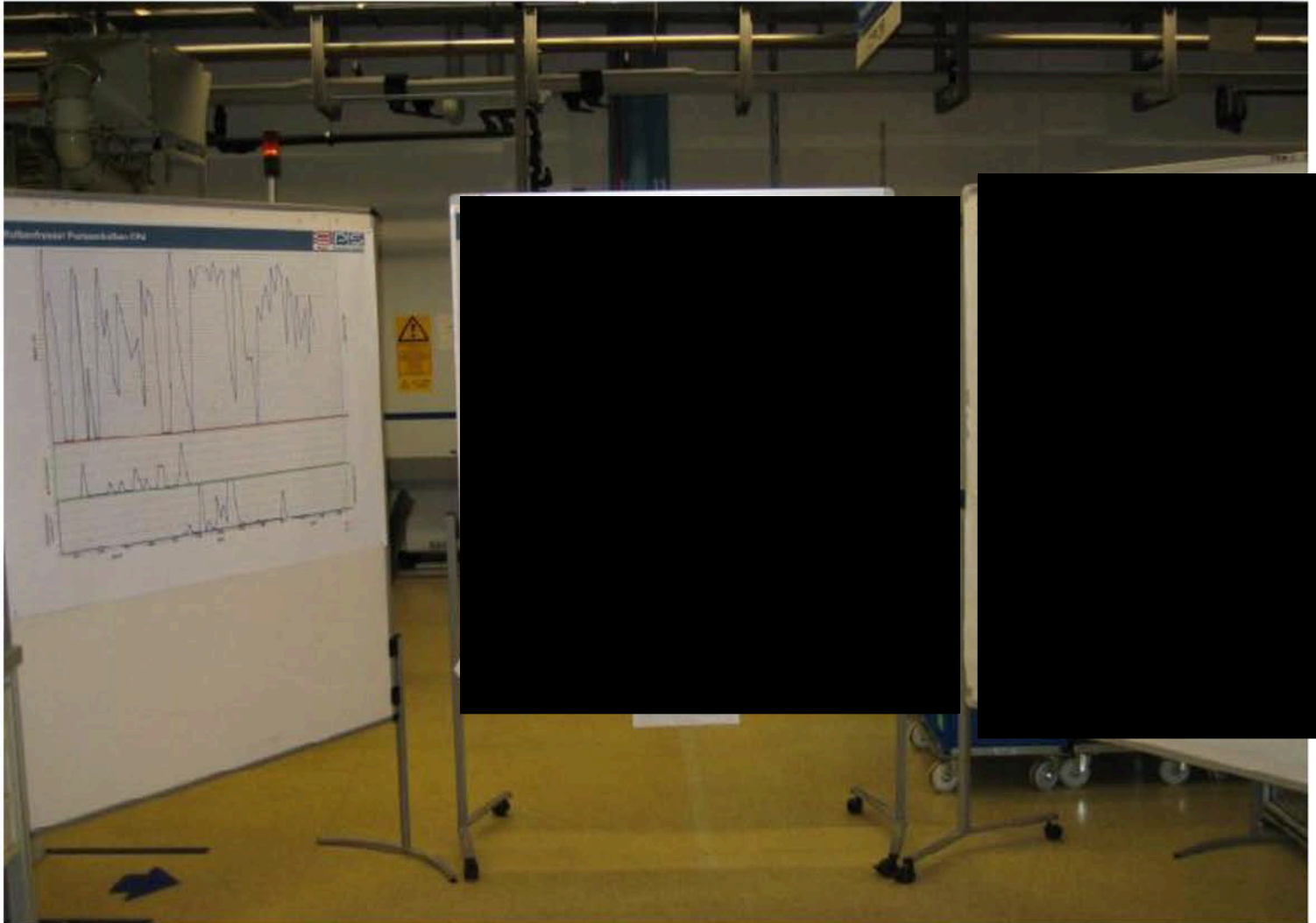
-----Original message-----

From: Non-responsive content removed

Sent: Tuesday, June 23, 2009, 2:24 PM

To: Non-responsive content removed

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From: Non-responsive content removed
To:

CC:

Date: 10/2/2009, 10:53:23 PM

Subject: Results of open items from minutes: CP4 disassembly audit (09/11/09)

Attachments: [Besuchsbericht_091002_ergebnisse_CP4_Zerlegeaudit.pdf](#)
[Rost_ZK_Reproversuch.pdf](#)
[Verkantetes_Fügen_LR_RS.pdf](#)
[Buchse_Buerstversuch.pdf](#)
[Übersichtstabelle_090928.pdf](#)

Hello,

Please find attached the feedback on the remaining open items from the minutes. I have added the results in the minutes in blue type.

The appendices specified in the minutes have also been attached.

Mit freundlichen Grüßen / Best regards

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Robert Bosch GmbH

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Headquarters: 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: Wednesday, September 23, 2009, 8:40 AM

To: Non-responsive content removed

Cc:

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”.

< File: Anlage 1 - ??bersichtsta-belle.pdf >>

The tables shown during the meeting are also attached.

< File: Protokoll_090911_CP4_Zerlegeaudit.pdf >> < File: Anlage 2 - Übersichtstabelle-Bewertung.pdf >>

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

Mit freundlichen Grüßen / Best regards

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Headquarters: Robert Bosch Aktiengesellschaft, A-1110 Vienna, Geiereck-strasse 6, Court of Registry: FN 55722 w HG-Vienna

Chairman of the Supervisory Board: Robert Hanser; Management: Dr. Karl Strobel

EA11003EN-01333[0]

From: Non-responsive content removed

To:

CC:

Date: 12/11/2009 3:44:00 PM

Subject:

Attachments: [Q Konferenz CP4 Audi_Bosch.ppt](#)

Part 5

>With best wishes >

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From: Non-responsive content removed
To: [Redacted]
CC: "Date:1/17/2008 1:32:00 PM"
Subject: Re: Spa.: Release optimized test sequence CP4 v_21_12_07
Attachments: [Your Scan.msg](#)
[CP4_Vergleich Prüfablauf_VW_alt_neu.pdf](#)
[20071221090811718.pdf](#)

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Please sign and send to [Redacted] and also forward to [Redacted]
Introduction is rather urgent!

>
>
>With best wishes >

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[AUDI AG](#)

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<http://www.audi.com>

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, Axel Strotbek, Ralph Weyler, 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.

>
>From: [Redacted]
>Sent: Friday, January 11, 2008 10:25 AM
>To: [Redacted]

>Cc: Non-responsive content removed

>Reference: Re: Spa.: Release optimized test sequence CP4 v_21_12_07

>
>Hello
>
>Here are the slides for the test run CP4 on the subject of "increasing speed ".
(attachment 1) >Release VW attachment 2.
>Today a good 2 minutes pure run-in; will be even longer with a new program.

>
>Non-responsive content removed
>
>Please approve quickly and do not necessarily wait for the particle result.
>I think our breakdowns in the field (A4 launch report) could have something to do with this; it would
have been good if we had also pronounced the release for this.

>
>With best wishes

>
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>
>
>

>From: Non-responsive content removed
>Sent: Friday, December 21, 2007 9:28 AM

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

>Subject: Spa.: Release optimized test sequence CP4 v_21_12_07

>
>Hello gentlemen,
>Here is the release for the amended CP4 test sequence..

>
>
>Greetings to all at Bósch, Audi and VW, we wish you and your families a peaceful and relaxing
Christmas holiday and much success in the year 2008,
>a happy and healthy New Year.

>Non-responsive content removed

>
>

CP4.1 VW R4 2.0L special meeting 12/19/2007

RB:	Name	R:(Dept.)	D (WK)	Sig./ Date
1.	Checking the evaluations and results (see page 4)	Non-responsive content removed	12/17/07	Non-responsive content removed
2.	Development release		12/19/07	
3.	Release of the quality assurance		12/19/07	
4.				
5.				
6.				
7.				
8.				
9.				
10.				
VW /Audi				
1.	Customer approval VW	Non-responsive content removed	20.12.07	Non-responsive content removed
2.			01.12.07	

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From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 01.17.2008 01:19:59 PM
Subject: Your Scan
Attachments: [scan_20080117132108945.pdf](#)

your scan is attached to this email

CP4.1 VW R4 2.0L special meeting 12/19/2007

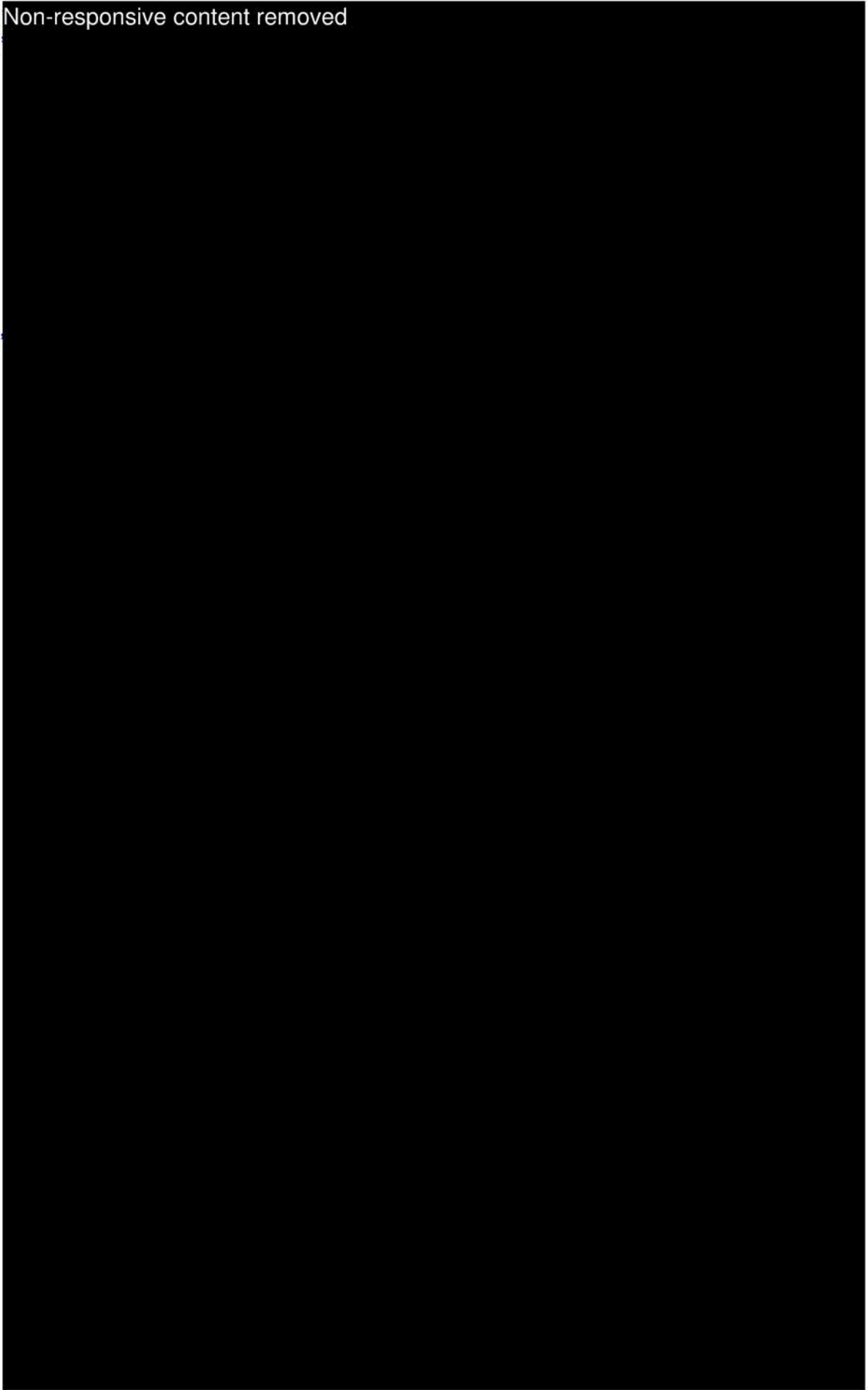


RB:	Name	(ept.)	D (WK)	Sig./ Date
1.	[Redacted] evaluations and results	[Redacted]	12/17/07	18.12.07 [Redacted]
2.	[Redacted] lease	[Redacted]	12/19/07	19.12.07 [Redacted]
3.	Release of the quality assurance	[Redacted]	12/19/07	19.12.07 [Redacted]
4.				
5.				
6.				
7.				
8.				
9.				
[Redacted]	[Redacted] val VW AL	[Redacted]	17.01.08	[Redacted]



From: Non-responsive content removed
To:

CC:



EA11003EN-01359[1]

Date: 4:13:11 PM

Subject: Audi CR individual tracking lists 0km field, January 2008, Status 2/12/2008

Attachments: Non-responsive content removed

[FeP_CP4_Beanstandungen_FeP080129.pdf](#)

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Dear Non-responsive content removed gentlemen,

Here are the individual tracking lists for the CPx, CRI3x and FRL 0km, field, Audi, Status February 12, 2008.

To improve the clarity of the individual tracking lists, in future the completed cases of complaints will be listed in an individual archive and only sent out at greater intervals (every 3 - 4 months).

At present, always the new cases of the last 3 - 4 months plus complaints with any still open measures are sent out on a monthly basis.

<<FeP_CP4_Beanstandungen_FeP080129.pdf>>

Measures regarding drivetrain damage and non-starting due to various particles have / will be presented and minuted in the pump technical meeting in NSU and the VW Q meeting and / or the Audizero error meeting.

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With best wishes

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Slide 1

Diesel Systems

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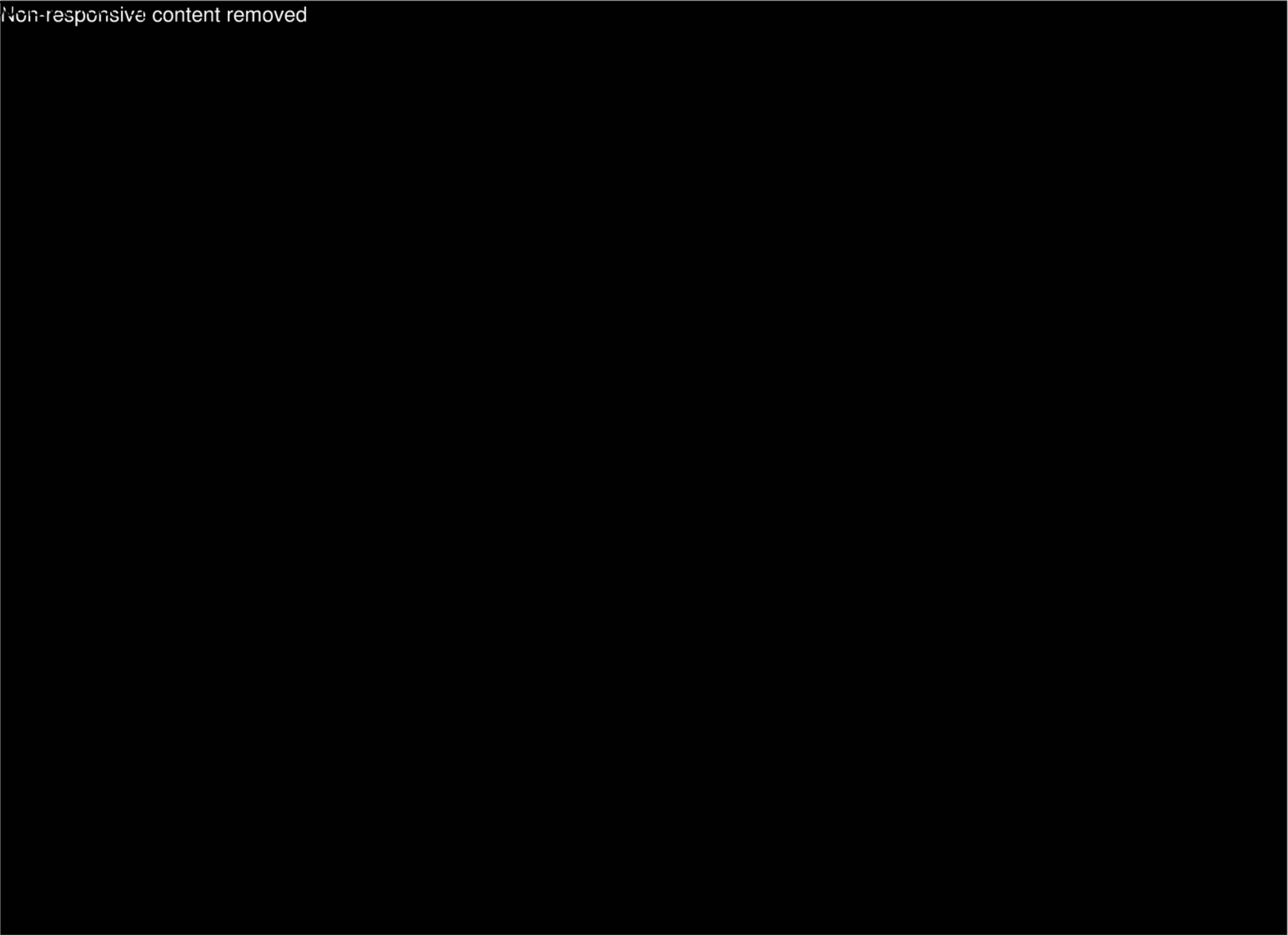
BOSCH

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EA11000EN01000E1
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EA110 Non-responsive content removed

EA1 Non-responsive content removed



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Slide 1

Diesel Systems

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BOSCH

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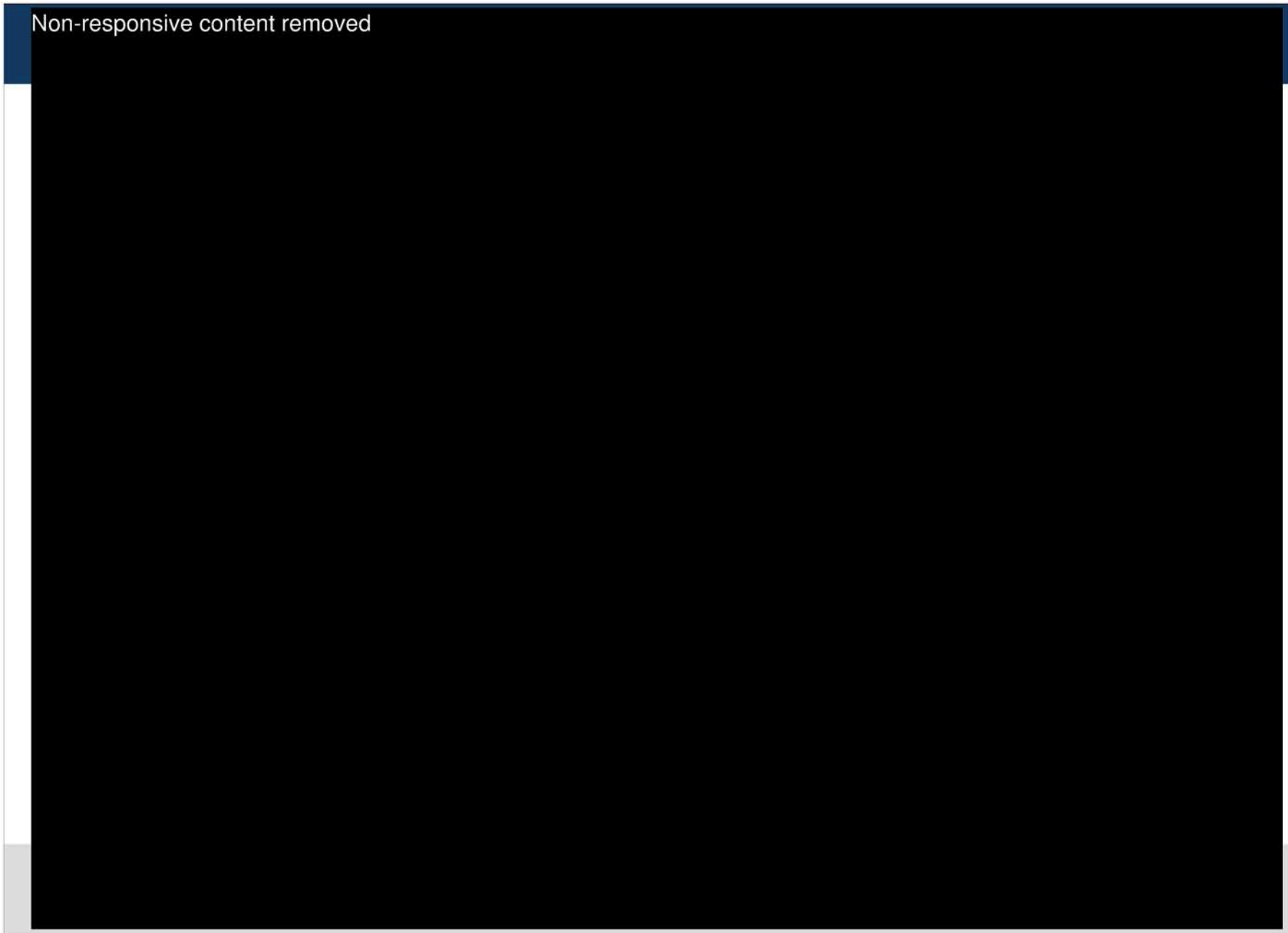
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Diesel Systems



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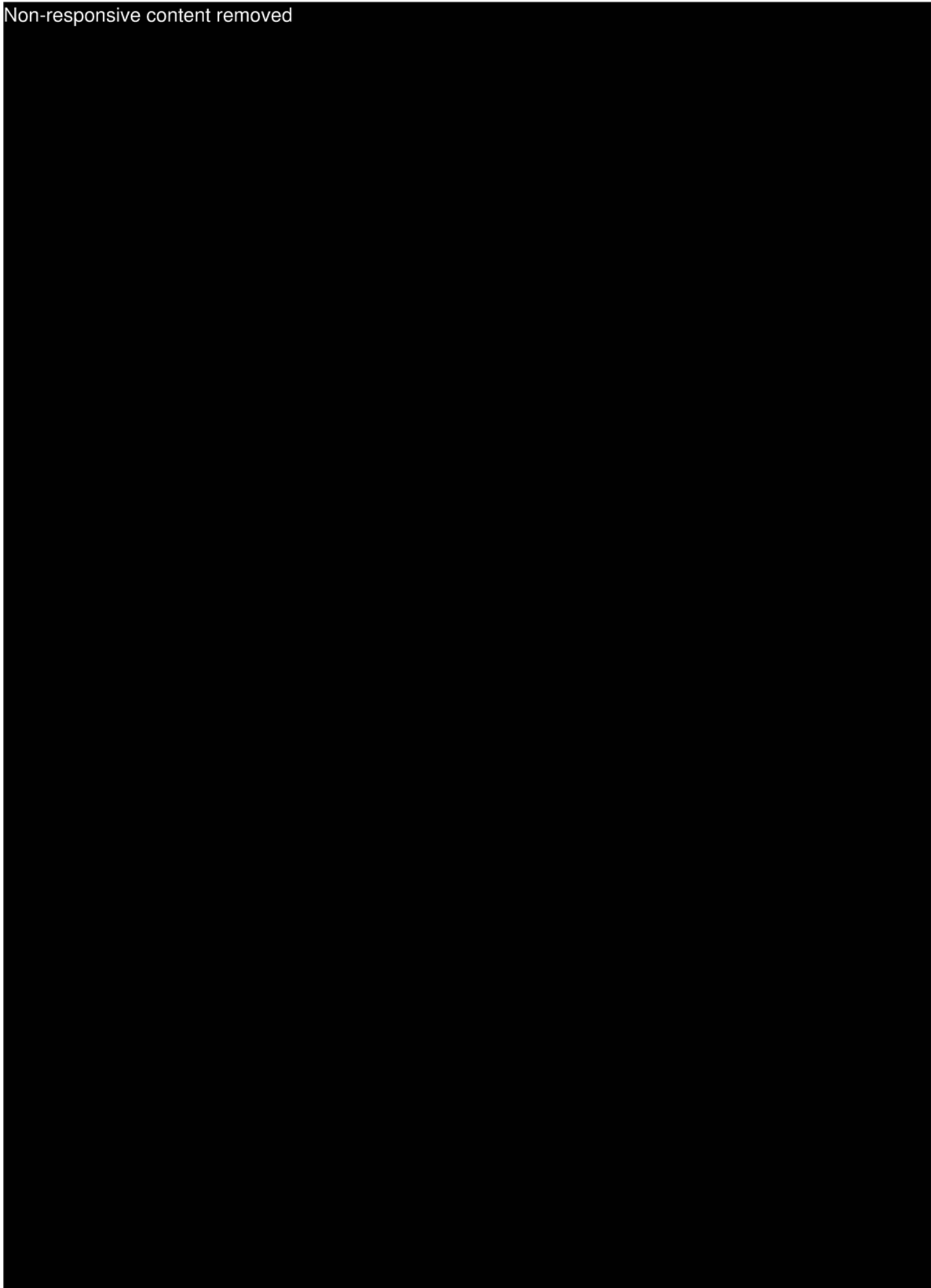
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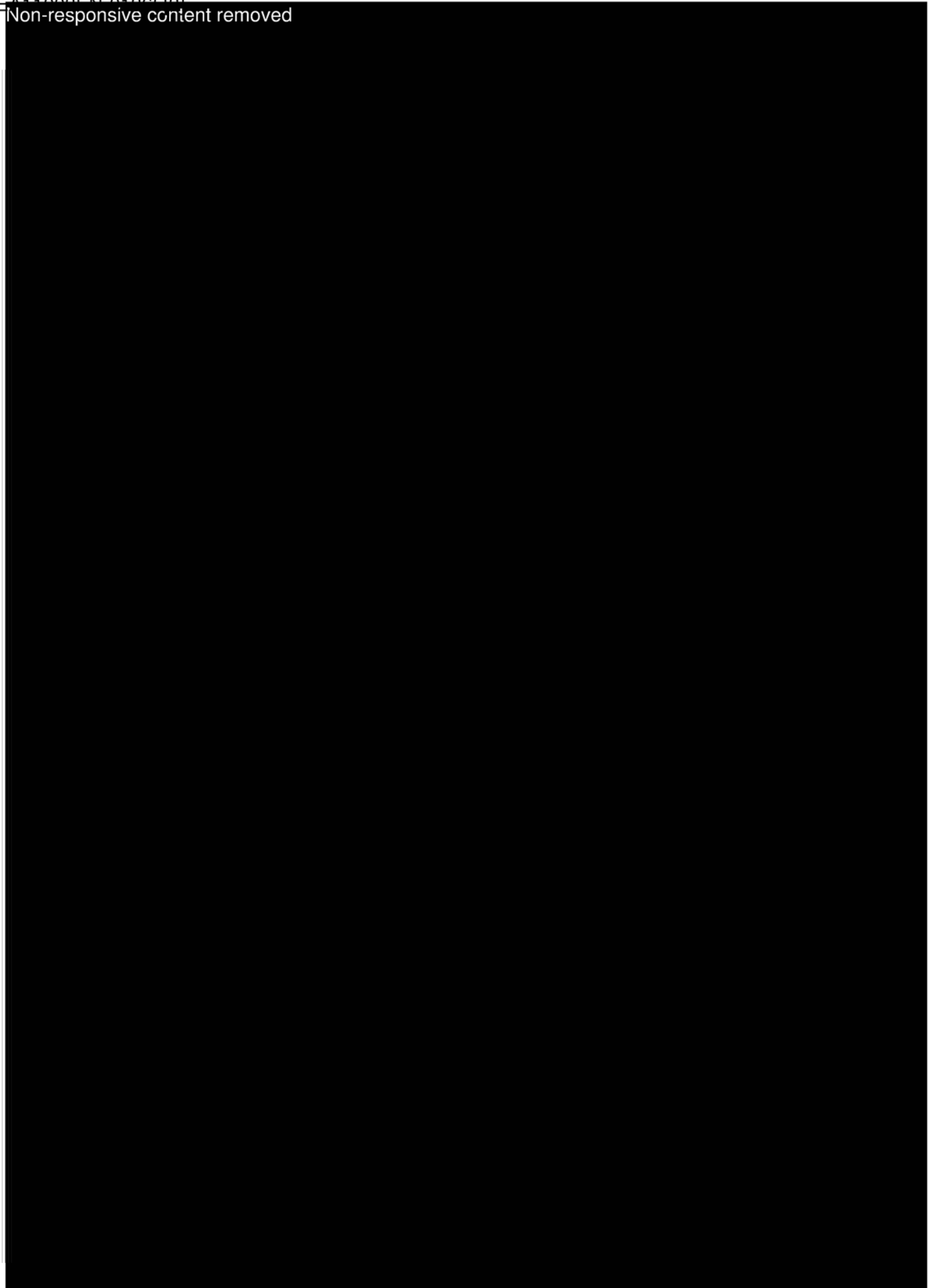
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Meeting minutes

JWF project no.: **13500, 14660, 14830, 14850**

Meeting location:

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AUDI participants:

VW participants:

Bosch participants

Date of meeting: **01/30/2008**

Date of drawing up: **2/19/2008**

Author:

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JWF participants:

c.c.: **AUDI, Bosch, VW, JWF**

Reason for meeting:

Record of measurement channels for ensuring the

“Initial commissioning of VW-R4 2.0l EU5 –CRS3.2- last edition 01/14/2008“

Cold test benches

To ensure the compliance with the IBN directive of Bosch, notes should be made using an external recording device throughout the entire test run without interruptions.

These measurements should be carried out in all engine assembly plants (Audi Győr, VW Chemnitz, VW Salzgitter).

The measurements will be carried out on each test rig. To ensure that all test files comply with the specification, each test run file will be checked.

All measurements must be carried out on 5 engines.

The measurement channels to be recorded with sampling frequency:

Measurement channel	Recording frequency
Inlet pressure	> 1 kHz, ≤ 2kHz
Return pressure	> 1 kHz, ≤ 2kHz
Rail pressure	≥ 2kHz
MU power or duty cycle	≥ 20Hz
PCV power or duty cycle	≥ 20Hz
Engine speed	≥ 20Hz

The measurement data must be shown graphically and submitted to Bosch.

To ensure, prove and comply with the initial commissioning specifications, the following parameters must be recorded in the test program and continuously recorded along with the test results:

For the 1st step

Measurement channel	Sampling	Monitoring
Flow pressure	< 50 ms	Min. pressure monitoring
Return pressure	< 50 ms	Max. pressure monitoring

For the 2nd step

Measurement channel	Recording frequency	
Engine speed	1Hz	
Rail pressure	1Hz	
Flow pressure	1Hz	
Return pressure	1Hz	

For the 3rd step

Measurement channel	Recording frequency	
Engine speed	50Hz	
Rail pressure	50Hz	

For the 4th step and all following

Measurement channel	Recording frequency	
Engine speed	1Hz / 100Hz *	
Rail pressure	1Hz / 100Hz *	

* Recoding at 100Hz for test stages with a rail pressure adjustment.

AOB:

The nominal specification must be restricted in the digital rail pressure regulator to 1,800 bar.

In the case of relevant set-up modifications and/or test run changes, the note-taking using the external measuring equipment must be repeated.

A change book must be kept at the cold test benches and all the changes concerning hardware and test run adaptations must be documented in this.

Hot test benches

On a hot test bench, notes must be taken using external recording equipment for an entire test run without interruptions.

In doing so, 5 engines must be measured once.

The recording must take place for an entire test run without any interruptions.

Measurement channel	Recording frequency	
Engine speed	>20Hz	
Rail pressure	>20Hz	
Flow pressure	1 – 2kHz	
Return pressure	1 – 2kHz	

The measurement data must be shown graphically and submitted to Bosch.

AOB:

In the case of relevant set-up modifications and/or test run changes, the note-taking using the external measuring equipment must be repeated.

The operator must draw up a form to accompany the test documentation. This form must include the following entries:

- Test date / test time
- Engine type
- Engine no.
- Number of start attempts
- Cranking time until the engine starts

The recordings should take place for a period of 3 - 6 months. The data must be archived to ensure traceability.

A change book must be kept at the hot test benches and all the changes concerning hardware and test run adaptations must be documented in this.

JW Froehlich Maschinenfabrik GmbH

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From: Non-responsive content removed

To:

CC:

Date: 03/20/2008 1:46:10 PM

Subject: Unanswered questions from

Hello gentlemen,

Please provide the information requested below by March 25, 2008 at the latest.

1. How are turned tappets detected reliably at RB?
 - a. In the line, laser query
 - b. On the test bench (torque)
2. How long does an inspection run last and with which parameters (n, P,..)
 - a. Test with an obviously "crooked" installed roller in order to ensure the detection of the failure.
3. Does the test medium have different lubricating characteristics than diesel?
4. How are the not OK pumps separated reliably from the series manufacturing process?
5. What is the click-clack check?
6. Certificate of proficiency for the geometry of the cam roller and check to see if the piston bore is perpendicular to the roller. Crowning of roller.

Mit freundlichen Grü??en / Best regards

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