

From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 8/1/2008 10:10:08 AM
Subject: RE: CP4 field failures

INFORMATION Redacted PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

Hello [REDACTED]

I have again forwarded this to [REDACTED], this time successfully.
Enjoy a relaxing 3 weeks' holiday Don't put too much strain on your pump! :-)
Regards,
[REDACTED]

From: Non-responsive content removed
Sent: Thursday, July 31, 2008 4:24 PM
To: Non-responsive content removed
Subject: FW: CP4 field failures

Hello Non-responsive content removed

Please forward the mail personally to [REDACTED]
His mailbox is full

Best regards

From: Non-responsive content removed
Sent: Thursday, July 31, 2008 4:21 PM

Non-responsive content removed

Subject: Re: CP4 field failures

Hello Mr. [REDACTED]

There are two fault symptoms in this context:

Production errors by Bosch that only fail in the field (metalization, pumps in the roller, roller shoe, etc.)
Problems with CP4.2 in various markets due to fuels Non-responsive content removed

There is a big question mark over why CP4.2 is affected much more than CP4.1.
We are now gathering faulty pumps, fuel and filters from the relevant markets.
It is not clear how to categorize the USA Q-AL failures; there are arguments for both theories.

[REDACTED] attended the damage discussions this morning - as I did too - and heard what was said.
Following this morning's damage discussions, Mr. [REDACTED] immediately phone Dr. [REDACTED] executive board because Bosch is not doing enough to deal with the issue of fuel in the field and the robustness of the pump.

We need to attend the Q Circle soon, but I am in no hurry because we still do not have enough information.

PS: I am taking 3 weeks vacation first.

Best regards

Non-responsive content removed

AUDI AG

Non-responsive content removed

From: Non-responsive content removed
Sent: Monday, July 28, 2008 10:33 AM
To: Non-responsive content removed
Subject: Re: CP4 field failures

Hello Mr. [REDACTED]

Thank you for the information. You can still contact me at [REDACTED] (I am still waiting for my [REDACTED] cell phone, which will have a new number; I will let you know when I get it). I don't believe it will be enough to send information "after the event"

Best wishes,

Non-responsive content removed

From: Non-responsive content removed
Sent: Monday, July 28, 2008 10:04 AM
To: Non-responsive content removed
Subject: Re: CP4 field failures

Dear Dr. [REDACTED]

I don't think that it makes much sense to attend by phone as I don't believe that [REDACTED] can help very much. Bosch will have to find innovative solutions (constructive ? additive? ???)

Before this we at Audi need to push ahead with the fuel analyses, however [REDACTED] is having great difficulty supplying samples.

I suggest informing you after the meeting.

I would call you if it is necessary to consult with [REDACTED]; which number should I use ?

Best regards

Non-responsive content removed

AUDI AG

Non-responsive content removed

From: Non-responsive content removed
Sent: Monday, July 28, 2008 9:48 AM
To: Non-responsive content removed
Cc: [REDACTED]
Subject: Re: CP4 field failures

Hello Mr. [REDACTED]

I agree that this is a very serious situation. What about the specialist meeting on Wednesday? Would it be possible/useful to attend by telephone?

Best wishes from [REDACTED]

Non-responsive content removed

From: [REDACTED]
Sent: Friday, July 25, 2008 4:53 PM

Non-responsive content removed

Subject: CP4 field failures
Importance: High

Hi all,

Today I registered the 50th field failure [REDACTED] - without sample pumps - (see also table worksheet 2)
I expect this figure to be high (particularly in they export markets)
This is a very serious matter.
It looks as if the CP4 is not suitable for certain export markets, particularly in the V6-TDI!
The failures are very expensive because of the need to change the whole CR system.
Domestic failures (seen in subjective terms) **are declining.**
Further procedure will be agreed at the meeting on Wednesday in [REDACTED]
(I will finish manual entry in Excel next week).

[REDACTED]

=====

Non-responsive content removed

Please monitor the analyses with due attention.
I assume that the Swedish pump is from Wk 29 [REDACTED]
According to my documents, you received the first [REDACTED] pump on 16 April, so that it and the fuel in it must have been analyzed some time ago.
Unfortunately the third [REDACTED] pump went via [REDACTED] Mr [REDACTED] because the [REDACTED] plant was entered as being responsible for the parts [REDACTED]; this has now been corrected.

I suggest we telephone daily about the list and analyses, starting Monday.
I will be on vacation for three weeks the week after next.
We will organize the flow of parts and fuel samples in my absence before then.

Best regards

[REDACTED]

Bosch CP4.1 Drivetrain Damage



03L130755A
445010508
BPT0080 110108
0001
Field failure USA

Tappet assembly



03L130755A
445010508
BPT0080 110108
0001
Field failure USA

Tappet assembly



03L130755A
445010508
BPT0080 110108
0001
Field failure USA

Camshaft



03L130755A
445010508
BPT0080 110108
0001
Field failure USA

Measurement unit



Bosch CP4.1 Drivetrain Damage

- **Consequences of drivetrain damage**

- Build-up of particles in the high-pressure fuel pump drivetrain
- Distribution of the particles throughout the fuel system
- Malfunctions on high-pressure fuel pump, DRV, RDS, injectors, DHV

- **Repair work:**

- Replacement of the entire fuel injection system, consisting of:
 - Fuel filter
 - High-pressure pump
 - High-pressure lines
 - Rail, incl. rail pressure sensor and pressure regulating valve
 - Injectors
 - Leakage line
 - Fuel lines
 - Cleaning of the fuel tank and flushing the lines



EAD Quality Offensive 2,0l TDI BIN5

Field failures BIN5		
Topic	Cause	Responsibility
1 HPP CP4.1 Bosch	Failures/ drivetrain damage	

Team	
Non-responsive content removed	

Problem: HPP failures due to stiff rollers
(Tribo system: Roller shoe, roller, camshaft)

Cause: - Q problems RB (tolerances, friction pairing, etc)
- Fuel properties (HFRR, water content, etc)

Measures:

- See list of measures RB,
- Task Force
- Delivery of first sample pumps CP4.1 with robustness package 1 for validation in NMS/ NCS in WK 08/10
- Requirement: Incorrect fueling guard in tank connector for NMS, NCS and all subsequent CR installations

Date: Ongoing

Non-responsive content removed



From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 9/24/2010 7:37:58 AM
Subject: Re: High-pressure fuel pumps from [REDACTED]
Attachments: [Pumpentausch in \[REDACTED\].msg](#)

Dear Mr [REDACTED]

When can we expect these pumps?

We are nearly one year on.

With best wishes

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Non-responsive content removed

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

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>
> Non-responsive content removed

>Sent: Tuesday, December 15, 2009 4:46 PM

> Non-responsive content removed

>Subject: High-pressure fuel pumps from [REDACTED]

From: Non-responsive content removed

To:

CC:

Date: 1/25/2010 1:43:24 PM

Subject: Pump replacement in [REDACTED]

Dear [REDACTED],

By now you will have received two CP4.2 high pressure fuel pumps from [REDACTED] as replacements for two pumps to be removed from newly delivered engines from [REDACTED]

Please make sure that the engine and pumps are not turned while the pumps are being removed.

Reason: Fuel with a biodiesel proportion (5%) will be used in the cold test in [REDACTED]. With this fuel it can happen that parts of the fuel injection system "stick" when idle for long periods. This is precisely what we want to check. This 'sticking' might be undone if the engine and pumps are turned.

With best wishes

Non-responsive content removed

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74146 Neckarsulm

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From:
To:
CC:

Non-responsive content removed

Date: 11/19/2010 10:56:00 AM

Subject: FW: V6 TDI CP4.2 Repair Guidelines

Attachments: [Übersicht HDP CP4.2.pdf](#)
[HDP Aus Einbau.pdf](#)
[Kraftstoffbefüllung n Einbau.pdf](#)
[Sauberkeitsregeln Kraftstoffsystem.pdf](#)

Dear [redacted]

According to Mr. [redacted] it was notable during the site visit to [redacted] that a large number of the vehicles with drivetrain damage also had valve extensions. Naturally, when it comes to the repeat cases of drivetrain damage, Bosch assumes that these are the result of an error in the initial repair, i.e. the valves were first extended and the CP4 drivetrain was damaged as a result. Is that possible?

Best regards

[redacted]

From: [redacted]
Sent: Friday, November 19, 2010 7:02 AM

Non-responsive content removed

Subject: V6 TDI CP4.2 Repair Guidelines

Dear [redacted]

As promised, a couple of extracts from the current repair guidelines. These documents explain the removal and installation and general handling of the fuel system for the dealers in the event of a repair.

The repair guidelines are broken down according to vehicle type at Audi and in this case apply to the A4.

With best wishes

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Removing and installing the high-pressure fuel pump

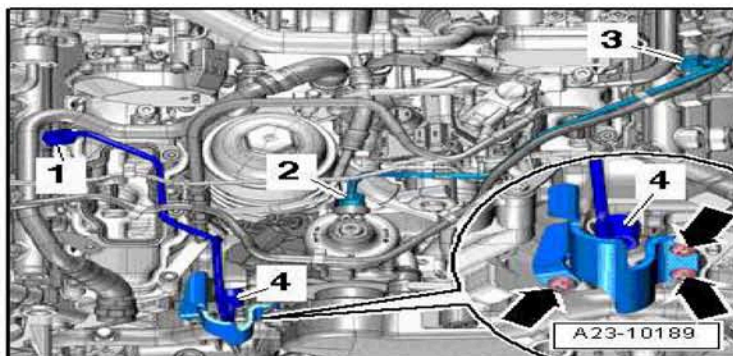


Caution:

- + Please observe the cleanliness rules when working on the fuel injection system → **Chapter**.
- + These cleanliness rules and instructions must be observed before and during all work.
- + Before the engine is started for the first time, the high-pressure fuel pump must be filled with fuel. The high-pressure fuel pump must not be allowed to run dry. For instructions on the first fueling see → **Chapter**.

Removal

- Remove the top part of the intake pipe → **Chapter**.
- Remove the toothed belt for the high-pressure pump → **Chapter**.
- Undo the screws -indicated by the arrows- and remove the guard for the high pressure line.
- Remove union nuts -1 ... 4- and reveal the high-pressure lines.



- Disconnect the electrical plug - 3
- Remove the fuel flow hose -1- and return hose -2-
- Undo the screws -indicated by the arrows- and remove the high pressure fuel pump.

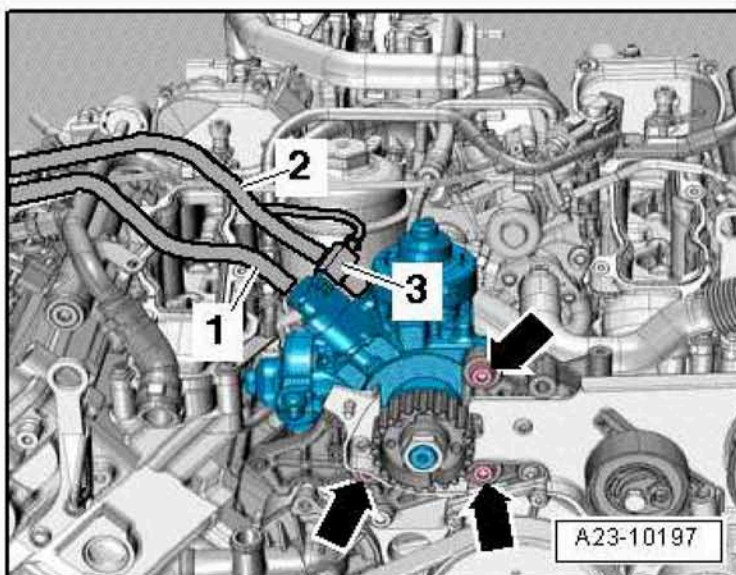
Installation

- Torque → **Chapter**.
- Installation takes place in the reverse order, please note the following:



Note

- Replace the sealing rings and seals.
 - The fuel return line may not be twisted, damaged or clogged
- Install the toothed belt for the high-pressure pump → **Chapter**.



- Install the high-pressure lines → **Chapter**.
- Install the upper part of the intake pipe → **Chapter**.



Caution:

- ***Before the engine is started for the first time, the high-pressure fuel pump must be filled with fuel. The high-pressure fuel pump must not be allowed to run dry.***
For instructions on the first fueling see → Chapter.
- ***The high-pressure fuel pump can be destroyed if it is allowed to run dry.***

An adjustment is required after the high-pressure pump and/or the regulating valve for fuel pressure -N726- is replaced. (The process is also described under guided functions)

Select the appropriate vehicle in the guided fault search.

- Press 'Skip'
- Press 'Function/component selection'
- Select 'Drive'
- '01 Self-diagnosis systems'
- '01 Engine electronics J623'
- Select '01 Engine electronics functions'
- '01 Adjust learned values for pressure regulating valve'

Implementation of first fueling after installation of the high-pressure fuel pump



Caution:

After the installation of the high-pressure fuel pump and before the engine is started for the first time, the high-pressure fuel pump must be filled with fuel (the high pressure pump must never be allowed to run dry).



Note

- ✧ When installing the high-pressure fuel pump, make sure that no dirt gets into the fuel system.
- ✧ Only remove the caps immediately before installing the fuel lines.
- ✧ The vehicle must have fuel in the tank.

To fill the high-pressure fuel pump with fuel, proceed as follows:

- Connect the vehicle diagnosis system, measurement and information system -VAS 5051B
- Switch on the ignition.
- Select 'Engine electronics' in the internal diagnostics.
- Then select 'Basic Setting'.
- Select 'Test the fuel pump for forward conveying' in the menu list.
- Press the 'Start' button.
- The fuel pumps start.
- The fuel pumps must run for approx. 1 minute in order to ensure that the high-pressure fuel pump is filled with sufficient fuel.



Note

To repeat the basic setting, switch the ignition off and on again. The basic setting must then be started again.



- Start the engine after you have filled the fuel system.
- Allow the engine to run for a few minutes at a medium speed and then switch it off again.
- Check the fuel system for leaks.
- Delete the event memory entry with the error reader
- Then carry out a test drive of more than 20 km with at least one full acceleration, after which the high-pressure area should be checked once again for leaks

**Note**

If there is still air in the fuel system, the engine may enter emergency mode during the test drive. Switch off the engine and delete the event memory. Then continue with the test drive.

- Check the event memory.

Cleanliness rules and instructions for working on the fuel system

The first fueling procedure is only required for engines with the following codes CAMA, CAMB, CCWA, CCWB, CGKA, CGKB and CCLA.

In order to prevent the high-pressure fuel pump from running dry and to ensure the engine starts quickly after parts are replaced, the following points must be considered:

- ◆ If parts/components of the fuel system are removed/replaced between the tank and high-pressure fuel pump, the basic setting "test fuel pump for flow" must be chosen to vent the fuel system.
- ◆ If a fuel pump, fuel line (between the tank and fuel high-pressure pump) or fuel filter is removed or replaced, then the fuel system must be vented before the engine is started for the first time.
- ◆ If a high-pressure fuel pump is removed or replaced, then the fuel system must be vented before the engine is started for the first time.
- ◆ Procedure for first fueling → [Chapter](#).

General instructions:

- The work area and the tool must be cleaned before working on the fuel injection system
- Thoroughly clean all connections and their surroundings before loosening them.
- When removing components, immediately cover all open connectors with suitably clean caps.
- The protective caps for all components should only be removed directly before installation. Place removed components in new, sealable plastic bags (if available, use the original packaging).
- The injectors and installation location should be visually checked prior to installation for damage and fluff. Make sure the injector shaft is clean. If necessary, clean the injector shaft with a clean cleaning cloth (do not use any sharp-edged tools).
- If the high-pressure lines are not to be replaced, you must label the high-pressure lines when you remove them. The high-pressure lines must be reinstalled in the same location (cylinder).
- The following components and seals or O rings are to be replaced every time the injectors are removed and installed. "Copper washer", "injector shaft O ring", "Injector return O ring"
- The following components and seals or O rings must be replaced when replacing an injector: "clamping bracket",

- "copper washer", "injector shaft O ring", "injector return O ring"
- New copper seals must always be used for the injectors
All new O rings should be checked for damage prior to installation O rings should be moistened before installation (installation oil or clean engine oil) Use the installation mandrel to install the "O ring for the injector return"
 - When removing the old copper sealing ring, make sure not to damage the injector.
 - Arrange the high pressure lines so that they are not taut.
First make all connections hand-tight and then tighten them to the required torque.
 - High-pressure injectors lines may never be twisted.
 - The tool may only be used to tighten and loosen lines on the entire high-pressure system. All other installation or removal procedures must be carried out by hand without tools.
 - Push the return lines onto the injectors from above until they audibly engage on each injector (do not push down the locking tabs).
Then push down the locking tabs.
Pull the return lines upwards by hand to make sure they fit tightly (the fuel pressure in the return line should be between 8 and 10 bar as far as the pressure retaining valve).
 - All cable ties loosened or removed during removal are to be reattached at the same point during installation.
 - With the fuel system open: avoid working with compressed air.
Avoid moving the vehicle if possible.
 - Also make sure that no diesel fuel reaches the coolant hoses.
If necessary, the hoses should be cleaned again immediately
Worn hoses should be replaced.

High-pressure fuel pump, overview of installations



Caution!

In order to prevent the high-pressure fuel pump from running dry and to ensure the engine starts quickly after parts are replaced, the following points must be considered:

If parts/components of the fuel system are removed/replaced between the tank and high-pressure fuel pump, the basic setting "test fuel pump for flow" must be chosen to vent the fuel system.

If a fuel pump, fuel line (between the tank and fuel high-pressure pump) or fuel filter is removed or replaced, then the fuel system must be vented before the engine is started for the first time.

If a fuel high-pressure pump is removed or replaced, then the fuel system must be vented before the engine is started for the first time.

Procedure for first fueling → [Chapter](#).

1 – Screw

- M6: 9 Nm
- M8: 23 Nm

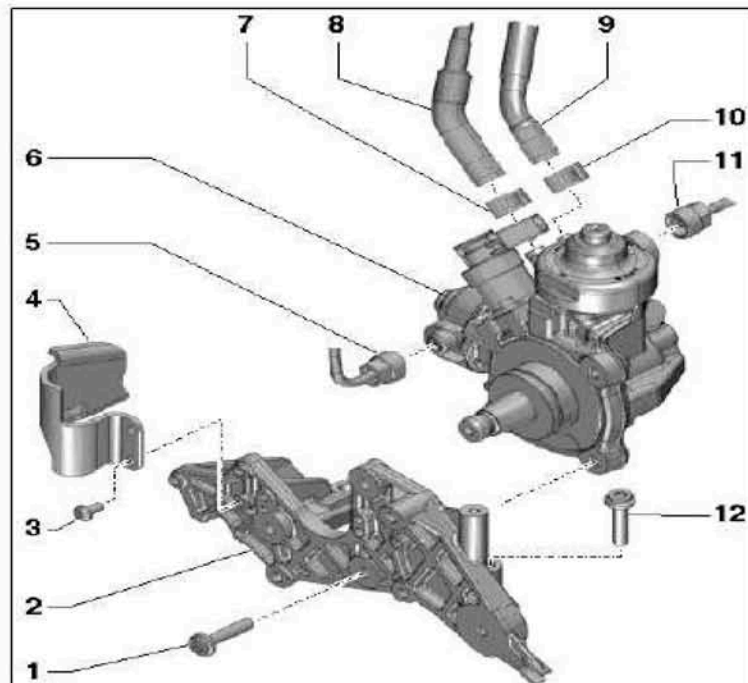
2 - Console for high-pressure fuel pump

3 – Screw

- 9Nm

4 – Protective plate

5 – Union nut for high-pressure line



- Torque → [Chapter](#)

6 – High-pressure fuel pump



Caution!

- ◆ Please observe the cleanliness rules when working on the fuel injection system → [Chapter](#).
- ◆ Before the engine is started for the first time, the high-pressure fuel pump must be filled with fuel. The high-pressure fuel pump must not be allowed to run dry First fueling → [Chapter](#).

- Removal and installation → [Chapter](#)
- After the high-pressure fuel pump or regulating valve for fuel pressure -N276- has been replaced, the learned values must be readjusted, see "guided functions" in the vehicle diagnostic tester

7- Hose clamp

- Only use hose clamps that correspond to the series → [Parts catalog](#)

8 – Flow fuel hose

9 - Return fuel hose

- The fuel return line may not be twisted, damaged or clogged

10 – Hose clamp

- Only use hose clamps that correspond to the series → [Parts catalog](#)

11 – Union nut for high-pressure line

- Torque → [Chapter](#)

12 – Screw

- 23 Nm

From: Non-responsive content removed

To:

CC:

Date: 3/18/2011 10:54:08 AM

Subject: FW: ehp_0510 Schadensverlauf Bremsplatte.ppt

Attachments:

For your information:

Bosch Board Game for Review Meeting.

Don't forget to bring dice and counters.

Best regards

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From: Non-responsive content removed

Sent: Thursday, March 17, 2011 7:15 AM

To: Non-responsive content removed

Cc:

Subject: ehp_0510 Schadensverlauf Bremsplatte.ppt

Hello Mr. [REDACTED]

As discussed yesterday in the task force.

Dear Mr [REDACTED] please file this in the task force folder

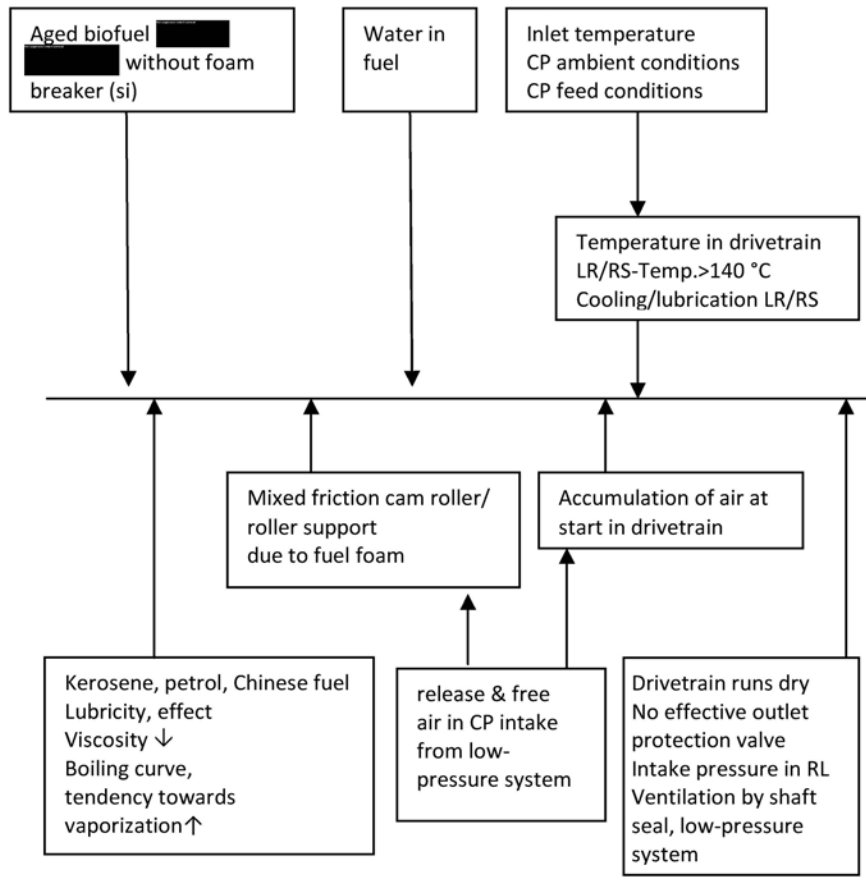
Hello Ms [REDACTED]

Please produce Bosch slides, content OK, for 23 March, 4 copies please, A2, thanks.

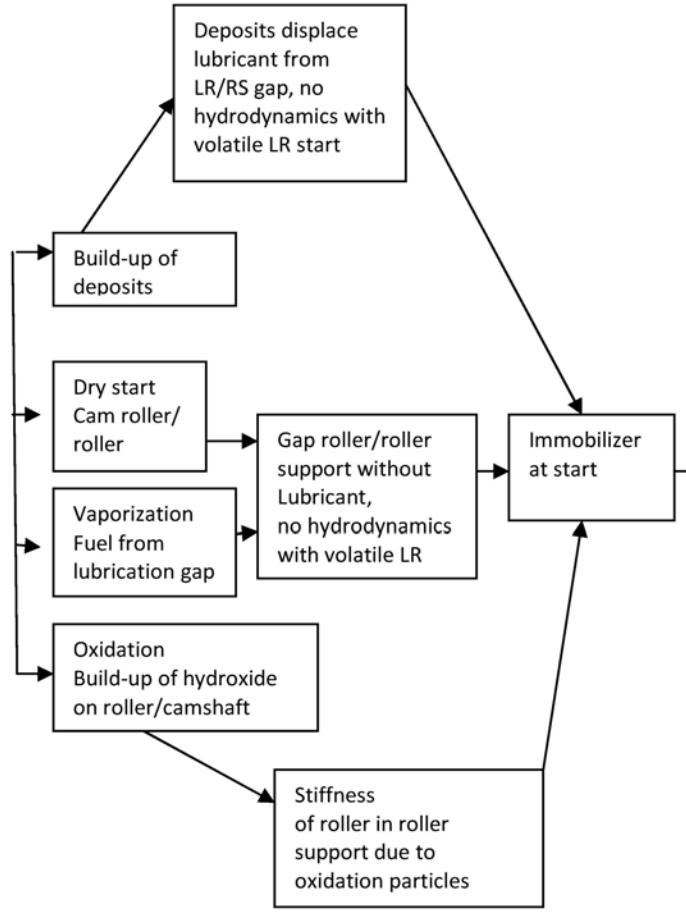
Best wishes [REDACTED]

Draft for possible damage pattern for drivetrain wear on CP4.2 and the influential factors

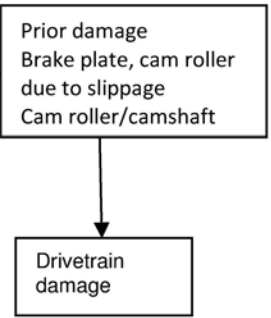
Causes



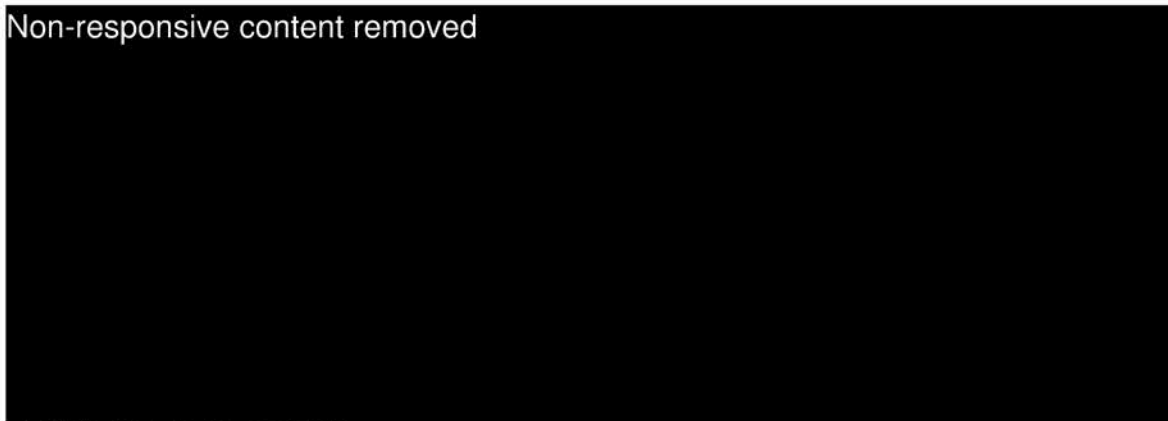
Mode of action



Consequence of damage



From: Non-responsive content removed
To:
CC:

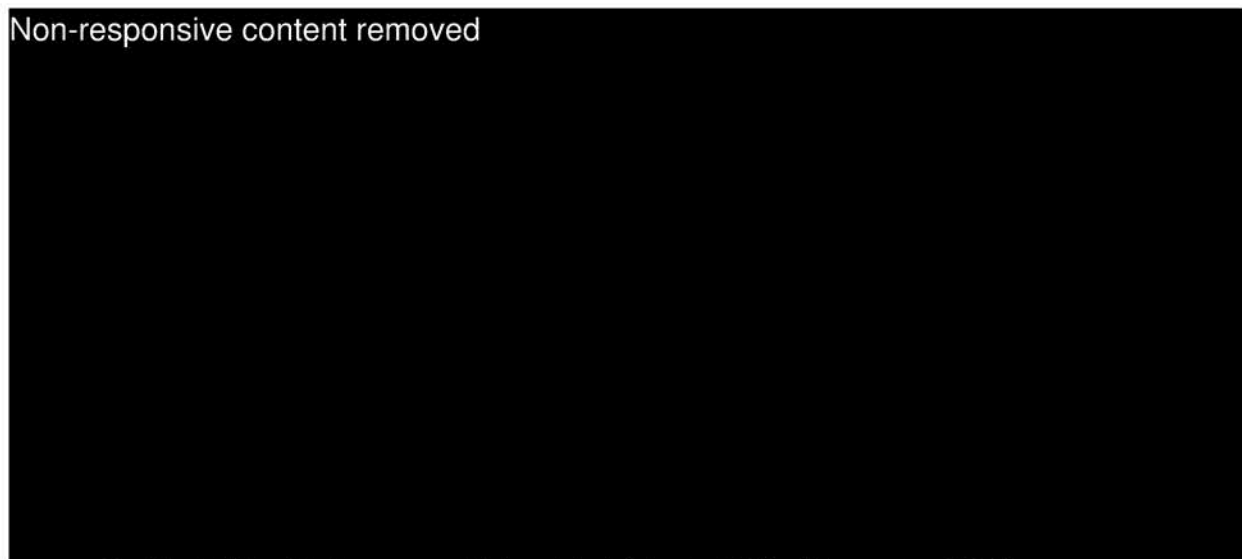


Date: 10/7/2009, 3:23:00 PM
Subject: Re: Status report "Trouble Tickets TD" - III quarter 2009
Attachments: [20091001 Statusbericht Blaue Meldungen TE 011.pdf](#)
[Bosch-Audi Top-Gespräch 2009 neu2.ppt](#)

Hello 

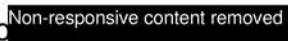
My bosses will show the following slides (from the Bosch-Audi steering committee).

>With best wishes



>Subject: Re: Status report "Trouble Tickets TD" - III quarter 2009

>

>Hello 

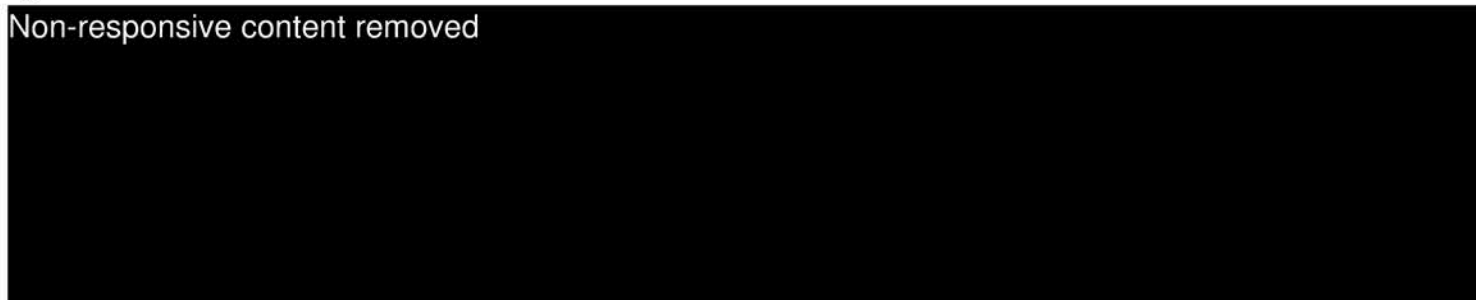
> For information and preparation. (Bosch high-pressure fuel pump)

>

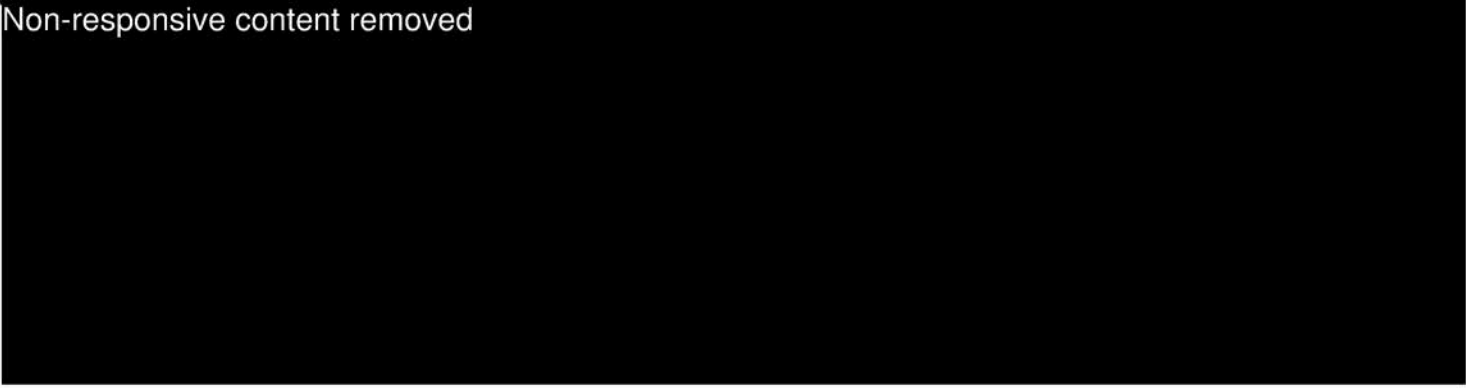
>Thank you

>

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>Subject: Status report "Trouble Tickets TD" - III quarter 2009

>

>Dear Sir/Madam,

>

>Please find attached the status report of the trouble tickets from technical development for the
>Reporting period III quarter 2009

>


>

>

>With best wishes,

>

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

>

>

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>Court of Registry/Registergericht: Amtsgericht Ingolstadt

>Commercial Register No./HRB Nr.: 1

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

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>

From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 18.11.2009 10:40:00start

Subject: Re: Bosch Conference 2009
Attachments: [AW Q-Konferenz Folien.msg](#)

Hello [REDACTED]

a) I visited Porsche [REDACTED] specially on 17.09.09 (a significant number of Porsche staff from [REDACTED] also attended) together with some colleagues from [REDACTED] (Non-responsive content removed) and I offered an intensive and detailed report on CP4 drivetrain damage. At the time Porsche had about 8 failures in [REDACTED] with the Cayenne

b) the VW Touareg information for [REDACTED] was also shown in the Q conference slides (appendix 2, backup page 13).

We at Audi are responsible for the whole of the V6-TDI, as well as having charge of drivetrain damage in the context of R4-CR (VW is in charge of cleanliness, etc.)

This means we also all deal with VW.

We do not have a permanent handle on failure rates at Porsche as we do not have CS data and we supply the entire engine to Porsche without warranty, hence the reduced price:-).

However my contact address is also responsible for Porsche and can contact me as necessary.

I suggested that the first step should be to contact [REDACTED] (= supplier).

Best regards

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d

AUDI AG

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ed

Non-responsive content removed

Sent: Wednesday, November 18, 2009 9:45 AM

Non-responsive content removed

Subject: Re: Bosch Conference 2009

Non-responsive content removed

Sent: Wednesday, November 18, 2009 9:05 AM

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Subject: Re: Bosch Conference 2009

Non-responsive content removed doesn't seem to have any information - who looks after Touareg and Porsche?

Does our presentation also include their failures?

Best regards

Non-responsive content removed

AUDI AG

85045 Ingolstadt

Non-responsive content removed

By: Non-responsive content removed
Sent: Wednesday, November 18, 2009 9:00 AM 09:00
To: Non-responsive content removed
Subject: Re: Bosch Conference 2009

Do you need any more information??
With best wishes

Non-responsive content removed

By: Non-responsive content removed
Sent: Wednesday, November 18, 2009 8:46 AM

Non-responsive content removed

Subject: Re: Bosch Conference 2009

Hello Q colleagues,

To avoid confusion:

The topic has been on the agenda for weeks and has been sufficiently agreed for presentation between both companies.

Best regards

Non-responsive content removed

Non-responsive content removed

Sent: Wednesday, November 18, 2009 8:21 AM

Non-responsive content removed

Subject: Re: Bosch Conference 2009

Dear Dr. [REDACTED]

the topic/ problem is familiar.

We briefly discussed this matter on the edges of the SKQ with Mr. [REDACTED]

As far as I am concerned, Audi needs to prepare this together with you / [REDACTED]
at least. Mr. [REDACTED] would also be aware of the issue. (cases of damage)

The engine in question is from Audi and the pump is from Bosch.

As far as I am concerned, Audi needs to prepare this problem together with
[REDACTED]

Best regards,

Non-responsive content removed

Non-responsive content removed

Sent: Tue Nov 17 6:40:20 PM 2009

Subject: Re: Bosch Conference 2009

Dear Sirs, In this context, [REDACTED] would also like to discuss the TOP high-pressure fuel pump V6 TDI (3,0l).

Please prepare thus accordingly, Rwith best regards

Non-responsive content removed

By: [REDACTED]

Sent: Tuesday, November 17, 2009 6:28 PM

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Non-responsive content removed

Subject: Updated Bosch Conference 2009

Time: Thursday, 19 November 2009 09:00-17:00 (GMT+01:00) Amsterdam, Berlin, Bern, Rome, Stockholm, Vienna.

Location: Bosch Reutlingen

Updated 17.11.09: Point 12 added to the agenda

Quality Conference with Bosch

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Non-responsive content removed

Agenda:

<>

< Message: NOTE CHANGE Bosch conference on 11/19/2009

With best wishes

Non-responsive content removed

VOLKSWAGEN AG

Non-responsive content removed

From: Non-responsive content removed
To:

CC:

Date: 11/18/2009 10:02:00 AM
Subject: Re: Q Conference Slides
Attachments: [TOP05.1 Robustheitssteigerung für kraftstoffkritische Märkte v13.pdf](#)
[TOP05.2 CP4 Q Status v13.pdf](#)

Hi all,

I would like to say a few final words about this set of slides at today's task force.

Best regards

Non-responsive content removed

<http://www.audi.com>

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Court of Registry/Registergericht: District Court of Ingolstadt
Commercial Register No./HRB Nr.: 1 Chairman of the Supervisory Board/Vorsitzender des Aufsichtsrats: Martin Winterkorn
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Subject: Q Conference Slides

Hello,
attached please find the updated slides for the Q Conference .

Best regards / mit freundlichen Grüßen

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From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 9/23/2008 12:20:56 PM
Subject: FW: Measurements on W19 BIN5/ EU5
Attachments: [AW Drehmomentmessungen an W19 BIN5, EU6 sowie W19 EU5.msg](#)

Dear Mr. [REDACTED], Mr. [REDACTED]

We had planned and agreed to carry out torque measurements with min. & max. tension roller tension on W19 EU5 & BIN5 at your premises this week.

According to Mr. [REDACTED] no measurements were carried out in the past involving min./max. tension roller tension, but rather just a release measurement (the tension roller tolerance was not taken into account).

It was planned to run a continuous test with the measurement results (e.g. in the resonance range). It was open to question whether it would make more sense to carry out this short continuous test at RB or Audi under realistic conditions.

When can we carry out measurements (initial value for continuous testing) with you?
(Pumps EU5 and BIN5 ready for measurement?)

Thank you.

Best regards / mit freundlichen Grüßen

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www.bosch.com

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Volkmar Denner, Uwe Raschke, Peter Tyroller

From: Non-responsive content removed
Sent: Thursday, September 18, 2008 7:48 AM
To: Non-responsive content removed
Cc: [REDACTED]
Subject: Re: Measurements on W19 BIN5/ EU5

Hello Mr. [REDACTED]

During the last measurement on BIN5 we also agreed with [REDACTED] that we would also measure W24 tension rollers with upper and lower tolerances in relation to belt tension. This is also indicated in the results slides. At the time [REDACTED] stated that there was no problem providing such tension rollers.

In the interim there have been field failures with the CP4.2 at W19 We have received an indication that there may be a connection between the belt vibrations at BIN5 with W19 tension roller and the pump failures. For this reason, it was agreed in discussions between Audio and Bosch (which neither of us attended) to carry out further measurements on the W19 engines.

Attached please find an e-mail from [REDACTED] to you in which the measurements are mentioned..

I think we should talk by phone today; I can see that thing is going to happen about this in week 39.

Best regards / mit freundlichen Grüßen

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Volkmar Denner, Uwe Raschke, Peter Tyroller

From: Non-responsive content removed
Sent: Wednesday, September 17, 2008 10:41 PM
To: Non-responsive content removed
Cc: Non-responsive content removed
Subject: Re: Measurements on W19 BIN5/ EU5

Dear Mr [REDACTED]

With whom was this meeting arranged? Unfortunately we cannot carry out measurements that quickly. We do not have any measurement engines available at present. What I fail to understand is the background to these measurements. During our last measurements the limiting value sample tensions were already measured. This applies both to EU5 engines and BIN5/EU6 engines. We used the two different tension rollers, W24 and W19. What is the point of this measurement? Are you expecting new information or has something changed in relation to the pump in the interim?

Best regards / mit freundlichen Grüßen

Non-responsive content removed

Audi AG

Non-responsive content removed

Non-responsive content removed

Internet: www.audi.com

From: Non-responsive content removed
Sent: Wednesday, September 17, 2008 10:03 AM
To: Non-responsive content removed
Cc:
Subject: Measurements on W19 BIN5/ EU5

Dear Mr. [REDACTED],

It was agreed during discussions between Audi and Bosch that further torque and bearing measurements would be carried out on engines W19 BIN5 and EU5. I was given Wk 39 (next week) as a date.

I was unable to reach you by phone. Hence the reason for my e-mail

The purpose of the measurements is to verify the tension roller tolerances. In other words, we wanted to see the bearing load on the pump with tension rollers in min and max. tolerance.

We have the measurement pumps ready for both engines.

Please let me know how things stand for you regarding a possible measurement date.

Thank you.

Best regards / mit freundlichen Grüßen

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

From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 4/21/2008 6:14:58 PM
Subject: Investigation procedure for CP4
Attachments: [Befundungsablauf CP4 Version 5.pdf](#)

Dear Mr. [REDACTED]

Attached please find the investigation procedure for our CP4 pumps for your personal use.
Please do not share this file with third parties.

<<Befundungsablauf_CP4_Version_5.pdf>>

Best regards / mit freundlichen Grüßen

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Volkmar Denner, Peter Tyroller

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

CC: [Redacted]

Date: 11/14/2008 10:41:00 AM

Subject: FW: UM images for swift diagnosis, fuel not OK for future field pumps without returns

Attachments: Non-responsive content removed [Liste Triebwerkschäden CP4 13.11.08.xls](#)

Dear [Redacted] colleagues

Please continue to report all pump failures due to CP4 drivetrain damage to me.
If the pumps are no longer returned from abroad, please supply the following data so that we can identify the drivetrain damage as such from a technical (rather than a commercial) perspective.

*

DISS correspondence

*

Photo of pump type plate

*

Photo of UM bore in aluminum housing with splintering

*

Photo of UM foot/filter from below, as in the samples from Bosch, so that we can identify any corrosion (brown ring) or oxidation (e.g. white particles)

Thanks for your cooperation.

So that you can see that the incidence of damage is declining, I am sending you my latest failure list and would refer you in particular to the "km over [Redacted]" folder.

;-)

Have a nice weekend!

Best regards

Non-responsive content removed

From: Non-responsive content removed

Sent: Thursday, November 13, 2008 8:52 PM

Non-responsive content removed

Subject: UM images for swift diagnosis, fuel not OK for future field pumps without returns

Dear [REDACTED], as discussed yesterday, here are two photos of the UM for general assessment of water in the fuel.

We wish to help you in assessing future field failures (outside of [REDACTED] that you receive as photographic evidence only.

This should make it possible to differentiate "actual" drivetrain damage from damage that has clearly resulted from too much free water in the diesel.

It is not possible to make guaranteed decisions on they basis of the photos.

Normal:

<<4A88_ZME-2.jpg>>

Discolored (good example of not OK fuel; not artificially colored):

<<4A47_ZME 2.jpg>>

Best regards / mit freundlichen Grüßen

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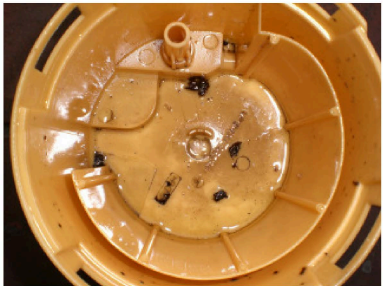






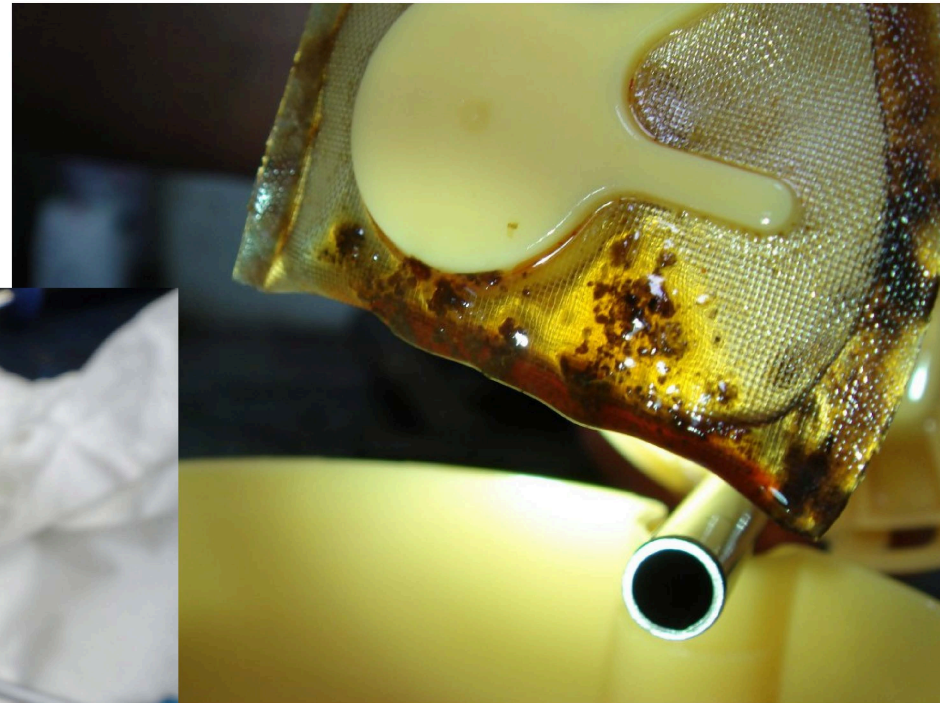
Damage patterns due to deficient fuel quality

Deposits in the swirl pot



Damage patterns due to deficient fuel quality

Deposits on the screen in the swirl pot



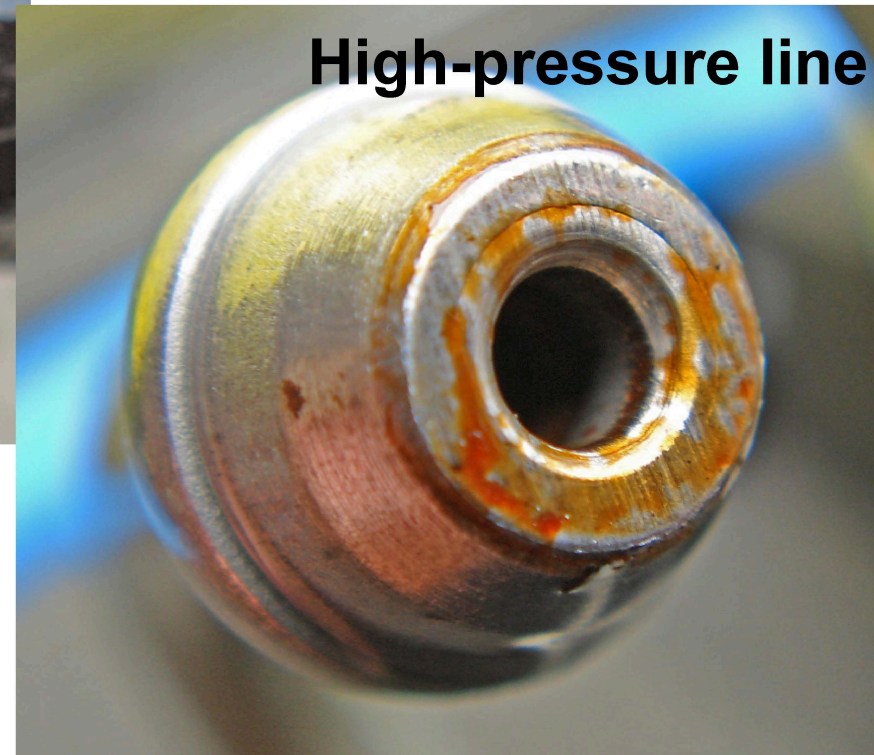
Damage patterns due to deficient fuel quality

Deposits in the fuel filter



Damage patterns due to deficient fuel quality

Deposits on connections



Damage patterns due to deficient fuel quality

Deposits in the fuel samples



Damage patterns due to deficient fuel quality

Corrosive deposits on the metering unit filter



Damage patterns due to deficient fuel quality

Traces of corrosion on the metering unit



From: Non-responsive content removed

To:

CC:

Date: 10/8/2008 10:08:00 AM

Subject: Re

Attachments: Non-responsive content removed [Liste Triebwerkschäden CP4 07.10.08.xls](#)

Dear Non-responsive content removed, there are now 2 confirmed failures from Non-responsive content removed with FD 06.05.2008 and 08.05.2008.

Also a confirmed ZP7 failure in Non-responsive content removed with FD 07.07.2008 (Pp. no. 01-0010) and a failure in Non-responsive content removed (not yet verified) with FD 07.07.2008 (no. 01-0429).

It is now known that in Non-responsive content removed, depending on dealer's wishes, a quantity of 10 l of fuel is filled by a logistics company in Non-responsive content removed from a non-public gas station.

As far as I know, in Non-responsive content removed the B8 is filled with 8 liters of fuel.

For quality reasons I would ask that if full fueling is not possible (according to Non-responsive content removed) then a max. initial fueling should take place on the line in Non-responsive content removed for vehicles for Non-responsive content removed to ensure that there is no need for 'uncontrolled' fueling at the port storage location. The same needs to happen for Non-responsive content removed and Non-responsive content removed.

How can this be clarified with the importer? What quota already receive the 10 liters in Non-responsive content removed?

Dear Mr Non-responsive content removed

AT the cardown meeting on 02.10 you reported a large number of pumps after FD launch; can I have a list of these?

PS: CS should please obtain the pump from vehicle 8T08A045409 from Non-responsive content removed ! (as promised)

Attached please find the latest failure list.

>With best regards

>

Non-responsive content removed

AUDI AG

Non-responsive content removed

Non-responsive content removed

>

>From: Non-responsive content removed

>Sent: Friday, September 26, 2008 7:20 AM

Non-responsive content removed

>Subject: Re: Fuelling

>

Dear Mr. Non-responsive content removed

>

>At yesterday's failure meeting Bosch confirmed that there is no drivetrain damage after pump FD 5.5.08

>

>This makes it very hard to insist on full fuelling. Mr. Non-responsive content removed is also insisting on a committee decision.

>

>We now have the first fuel samples from Non-responsive content removed from cars as they reach the importer.

>

>

>With best regards

>

Non-responsive content removed

>

Non-responsive content removed

>

>From: Non-responsive content removed

>Sent: Wednesday, September 24, 2008 10:35 AM

Non-responsive content removed

>Subject: Re: Fuelling

>

>Hello Mr. Non-responsive content removed

>Have we any failures since the measures implemented in May?

>In the BOSCH steering group is certainly looked as if things had become very quiet.

>Full fuelling should not take place without a specific reason. What information am I missing?

>

>With best regards

>

Non-responsive content removed

>

>

>

>AUDI AG

Non-responsive content removed

>

>

>From: Non-responsive content removed

>Sent: Wednesday, September 24, 2008 10:05 AM

> Non-responsive content removed

> Subject: Re: Fuelling

> Importance: High

> Dear All,

> For your information:

> With best regards

> Non-responsive content removed

> From: Non-responsive content removed

> Sent: Tuesday, September 23, 2008 12:26 PM

> Non-responsive content removed

> Subject: Re: Fuelling

> Importance: High

> Hello Mr. Non-responsive content removed

> [REDACTED] and I are anxious to switch the markets in Non-responsive content removed (and perhaps also [REDACTED] to "full fueling" until the topic of "increased failures in existing export markets" has been clarified!

> See failure file folder 2.

> Please arrange for the changeover on the line in Non-responsive content removed for all EU5 engines with CP4.2.

> Thanks !

> < File: Non-responsive content removed _ Liste Triebwerkschäden CP4 19.09.08.xls >>

> With best regards

> Non-responsive content removed

> From: Non-responsive content removed

> Sent: Thursday, September 18, 2008 7:59 AM

> Non-responsive content removed

> Subject: Re: Fuelling

> Good morning Mr. [REDACTED]

> this subject has been a talking point internally for some time.

> For further information please contact Non-responsive content removed

> Please attend the next meeting to clear up other detailed questions.

> If you have any further questions about fueling I would be pleased to assist you

> With best regards

>Non-responsive content remove

>d

>

>AUDI AG

Non-responsive content removed

>

>

>From: Non-responsive content removed

>Sent: Wednesday, September 17, 2008 4:08 PM

>To: Non-responsive content removed

>Cc:

>Subject: Re: Fuelling

>

Dear Mr

>

>What do I need to do if I want full fuelling ex works for certain export markets?

>Is it true that there are no costs for Audi and that the importer pays for the fuelling ?

>

>Background: We are experiencing a very high rate of failures with diesel high-pressure fuel pumps in Non-responsive content removed etc. (also but there are definitely problems there)>

>There is very probably a link between "production inaccuracies with the pump and national fuel qualities" which would probably be improved if the vehicles arrived with the first tank full.

>

>With best regards

>

>Roland Nilp

>

>From: Mauer, Werner-Christian (I/GQ-483)

>Sent: Wednesday, September 10, 2008 10:23 AM

>To: Nilp, Roland (I/GQ-221)

>Cc: Lienerth, Uwe (I/PG-233); Neumann, Dieter (I/GQ-453)

>Subject: Fuelling

>

Hello Mr

>

>The planner responsible for the fuel system is Mr Non-responsive content removed

>

Please contact him.

>

>

>With best regards

>

Non-responsive content removed

>

>AUDI AG

Non-responsive content removed

>

Non-responsive content removed

Non-responsive content removed

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

Date: 12/16/2008 11:00:44 AM
Subject: Re: Q7 BIN5 full fueling
Attachments: [As requested](#)

Dear Dr. [REDACTED] attached please find the technical background as outlined by Mr [REDACTED] in the [REDACTED] for the [REDACTED] markets.

The quality of diesel fuel, in particular lubricity, in the USA is very poor In order to ensure a secure startup, therefore, we requested full fuelling for the series launch in USA in consultation with [REDACTED]

With best wishes

[REDACTED]

[REDACTED]

AUDI AG

[REDACTED]

www.audi.com

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>
>From: [REDACTED]
>Sent: Tuesday, December 16, 2008 8:03 AM
>To: [REDACTED]
>Subject: Re: Q7 BIN5 full fueling

>
> Can you see to this?

>
>
>
>
> Non-responsive content removed

>
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>
>
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>
>

> From: Non-responsive content removed

> Sent: Monday, December 15, 2008 4:04 PM

> To: Non-responsive content removed

> Subject: Q7 BIN5 full fueling

>
> Dear Mr. Non-responsive content removed

>
> The full fueling of the Q7 BIN5 is still under discussion in the Q7 steering group because it involves substantial extra effort on the part of Production in Non-responsive content removed. Is there any documentation to explain the technical background to this measure? This would help me a lot in discussions in the team.

>
> Thank you for your support.

>
> With best regards

>
> Non-responsive content removed

>
> AUDI AG

> Non-responsive content removed

>Non-responsive content removed

>

>www.audi.com

>

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From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 12/16/2008 9:45:52 AM
Subject: As requested
Attachments: [Erhöhung Erstbefüllmenge](#) Non-responsive content removed

>With best regards

>

Non-responsive content removed
[REDACTED]

AUDI AG

Non-responsive content removed
[REDACTED]

85045 Ingolstadt

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[REDACTED]

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From: Non-responsive content removed

To:

CC:

Date: 12/19/2008 11:33:00 AM

Subject: Re: Initial fueling of Q7/Touareg V6TDI-Bin5

Hello Mr. [redacted]

The right contact is Mr. [redacted] my position on this matter:

* full fueling is always in the bill of materials for the USA

* that is why we have also required implementation in the [redacted]

* in my opinion it is still necessary to discuss whether full fueling could take on the line (timing problem) or at the plant gas station because the fuel is not the same as far as I know.

* Mr. [redacted] who is responsible for thermodynamics, is against additives because of the possible follow-up reactions (I would agree at present) * the first contacts regarding additives (general) are Mr. [redacted]

[redacted]

>With best regards

>
>Non-responsive content removed

AUDI AG

Non-responsive content removed

>
>From: [redacted]

>Sent: Thursday, December 18, 2008 4:07 PM

Non-responsive content removed

>Subject: Initial fueling of Q7/Touareg V6TDI-Bin5

>Importance: High

>
>Hello Mr. [redacted],

>
>Our colleagues in [redacted] gave me your name as the contact for this issue.

>
>One of Audi's requirements was that initial fueling in [redacted] should involve full fueling, so as to ensure "clean" fuel for the fuel pump run-in phase. However, there were capacity problems regarding fueling in [redacted]. An additive solution was also discussed.

EA11003EN-00046[1]

>What is the current situation? Has the procedure now been defined and is implementation arranged?

>

>Please let me know.

>

>

Non-responsive content removed

>

Non-responsive content removed

>VOLKSWAGEN AG

D-38436 Wolfsburg

>Germany

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>HRB Nr./ Commercial Register No.: 100484

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>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: 3/24/2009 12:48:35 PM

Subject: Increased initial filling V6 CR in the Touareg

Hello Non-responsive content removed
hello

For the highest volume vehicle, the Touareg, we have increased the first fill for the V6.

Regards

Non-responsive content removed

>
>From: Non-responsive content removed
>Sent: Thursday, March 19, 2009 5:20 PM

Non-responsive content removed

>Subject: RE: Retrofitting campaign AU716 Clean Diesel - Planning 2. batch BIN 5

>Hello Mr. Non-responsive content removed

- >1. Touaregs for Non-responsive content removed will be given 30 L as of 30.03.2009 after change approval
>2. Touareg BIN 5 will be fully fueled up to last vehicle in 2nd batch, then 60 L.

>With best regards

>Non-responsive content removed

>From: Non-responsive content removed

>Sent: Thursday, March 19, 2009 8:57 AM

To: Non-responsive content removed

>C
>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. Batch BIN 5

>

>Dear [redacted],>>Are Touaregs for [redacted] already given a first fuel fill on 30 L?
If so, since when? If not, when is this planned to start?

>

>The Bin5 Touaregs have always been fully fueled or has there been a change?

>

>

>With best regards

[redacted]

>VOLKSWAGEN AG

[redacted]

>www.volkswagen.com VOLKSWAGEN AG

>Sitz/Domicile: Wolfsburg

>Registergericht/Court of Registry: Amtsgericht 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: [redacted]

>Sent: Wednesday, March 18, 2009 11:42 AM

>To: [redacted]

>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. Batch BIN 5

>

>Dear Mr [redacted]

>

> when is the first fuelling process to begin?

>

>1. USA. Full fuelling

>2. [redacted] 30 liters

>

>

[redacted]

>

>

>From: Non-responsive content removed
>Sent: Thursday, February 26, 2009 9:28 AM
>To: Non-responsive content removed
>Cc:
>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. batch BIN 5
>Importance: High

>
>Dear Dr.
>
>Having spoken to Audi. vehicles for the USA are still to be. fully fueled, for the first batches at least.
>
>The reduction of the fuel volume to 60 L is under consideration until a 'stable' pump is available. We will have to wait and see with the rest.
>
>30 L fueling only applies to the critical
markets mentioned.
>
>Please pass this message on.

>Regards
Non-responsive content removed

>
>
>
>From: Non-responsive content removed
>Sent: Tuesday, February 24, 2009 12:55 PM
>To: Non-responsive content removed
>Cc:
>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. batch BIN 5

>Hello Mr.
>
>
>The manufacture (Audi) recommends 30 liters. This includes mixtures of first fuel fills and fuel from the gas station. At least 30 liters are fueled and billed to the importer
USA) for the Touareg. Full fueling is not a disadvantage from an EAD perspective and complies with the minimum requirement of 30 liters.

>
>The minimum requirement applies for 1 year. By then the pump will be tribologically enhanced.

>Regards
Non-responsive content removed

>
>
>
>
>
>
>
>From: Non-responsive content removed
>Sent: Tuesday, February 24, 2009 8:49 AM
>To: Non-responsive content removed
>Cc:
>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. Batch BIN 5

>Dear Dr.
>

>Why suddenly 30 liters?

>

p to now the message was unambiguously "full fuelling": < Message: ANS: >> . It took a lot of effort to make this happen in the case of the V6TDI-Bin5 in the Touareg

>

>How is it ensured that the 30 L passes through the pump unadulterated? Do we tell the customer that his pump can malfunction if he refuels too soon or should we tell the dealer to deliver the car with a full tank? What is the first things people do after collecting a new car?

>

>In my opinion, 30 l represents a theoretical filling amount at best that can only help the pumps to run in if the general conditions are consistently met. Because we no longer have any control after the vehicle is delivered, the risk associated with a 30 Liter fill seems too great

>

>Full fueling should still be required until fundamental remedial measures are implemented on the pump, unless adulterated diesel will also have the same result.

>

>Regards

Non-responsive content removed

>

>

>

>From: Non-responsive content removed

>Sent: Monday, February 23, 2009 4:50 PM

>To: Non-responsive content removed

>Cc:

>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. batch BIN 5

>

Dear Mr

>

>It was agreed between Non-responsive content removed Non-responsive content removed VW Brand Quality Assurance Non-responsive content removed and Non-responsive content removed that the first fuelling of the V6 Volkswagen for the Non-responsive content removed an Non-responsive content removed markets should be increased to 30 liters in the case of the Touareg.

The Phaeton is still outstanding, but this is secondary for me because of the unit volume in the markets.

>

If it is possible to provide a larger quantity at first fueling without additional effort (timing in car plant) and the importer bears the additional cost, then there is no reason not to choose a full tank.

>

Until then, the 30 liter volume applies to these markets. This also applies to other markets, such as the USA.

>

>

Regards

>

Non-responsive content removed

> Volkswagen AG

Non-responsive content removed

>

Non-responsive content removed

Non-responsive content removed

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>
>
>
>

>From: Non-responsive content removed
>Sent: Thursday, February 12, 2009 8:53 AM
>To: Non-responsive content removed
>Cc:
>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. Batch BIN 5>

>
>Dear Non-responsive content removed
>Hello

>
>I was away last week, hence I am only replying now.

>
>Audi is collaborating with Bosch on reducing the failures. Nonetheless, Audi is implementing an increase in the first fuel fill for the V6 in Audi vehicles for the transition period.

>The failure rate with the V6 is very high, which is why a strategy involving several approaches has been chosen. Mr. has proposed that the same approach should be taken with the Touareg as with Audi.

>
>The costs for the pump changeover will be borne by BOSCH. The increased amount of fuel (V6 TDI Touareg; filling level at least 30 liters with vehicle deliveries for a period of one year) should be billed to the importer as is the case with Audi.

>
>Can you tell me when an increased first fueling for the V6 Touareg is to be implemented for the 4 markets?

>
>Regards

>
>Non-responsive content removed

>
>
>

>From: Non-responsive content removed
>Sent: Thursday, January 29, 2009 4:45 PM
>To: Non-responsive content removed
>Cc:
>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. Batch BIN 5

>
>Dear Dr. Non-responsive content removed

>
>Are there ways to reduce the initial failure of the fuel pumps when running in (a) by modifying the pump, b) by running the pump in prior to installation) so that there is no need to full the tank?

>
>It may be possible to compensate for the additional fuel; costs via the relevant pump modification methods.

>
>
>With best regards

>
>Non-responsive content removed

>

>VOLKSWAGEN AG

Non-responsive content removed

>www.volkswagen.com

>
>
>
>
>

>From: Non-responsive content removed

>Sent: Thursday, January 29, 2009 10:51 AM

>To: Non-responsive content removed

>Cc:

>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. Batch BIN 5

>
>Dear Dr.

>
>Thank you again for your offer of help.

>
>>Do the known failures in fuel pumps with VW diesel vehicles only relate to the Touareg or to all VW diesel vehicles in general?

>
>>How great is the pressure on R5TDI and V10TDI in the markets listed below (if we supply them) to demand full fuelling?

>
>>Has Quality Assurance said anything?

>
>
>>With best regards

Non-responsive content removed

Non-responsive content removed

>VOLKSWAGEN AG

D-38436 Wolfsburg

Non-responsive content removed

>www.volkswagen.com VOLKSWAGEN AG

>Sitz/Domicile: Wolfsburg

>Registergericht/Court of Registry: Amtsgericht Braunschweig

>HRB Nr./ Commercial Register No.: 100484

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>Jochem Heizmann, Horst Neumann, Hans Dieter Pötsch

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>
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>

>From: Non-responsive content removed

>Sent: Wednesday, January 28, 2009 11:27 AM

>To: Non-responsive content removed

>Cc:

>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. Batch BIN 5

>Importance: High

>
>

> One more thing:

>

>TO keep costs low, it was decided in the quality offensive only to increase the amount of fuel for the following markets (delivered with at least 30 liters - full is possible):

> Non-responsive content removed

> removed

>
>
>

> Regards

>

Non-responsive content removed

>

>From: Non-responsive content removed

>Sent: Wednesday, January 28, 2009 11:12 AM

>To: Non-responsive content removed

>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. Batch BIN 5

>Importance: High

>

>Hello Mr. Non-responsive content removed

>

> if you need technical support in relation to the failure mechanism of the high-pressure fuel pump, just mail me..

>

> Regards

>

Non-responsive content removed

>

Non-responsive content removed

> Volkswagen AG

> Non-responsive content removed

>

> 38436 Wolfsburg

>

> Non-responsive content removed

>

>

>

>

>

>

From: Non-responsive content removed

>Sent: Tuesday, January 27, 2009 5:24 PM

Non-responsive content removed

>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. Batch BIN 5

>Importance: High

>

For your information:

>

Kind regards,

>

>Non-responsive content removed

>

>AUDI AG

Non-responsive content removed

>

Non-responsive content removed

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

>

>

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>Registergericht/Court of Registry: Amtsgericht Ingolstadt

>HRB Nr./Commercial Register No.: 1

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>

>

>

>From: Non-responsive content removed

>Sent: Tuesday, January 27, 2009 5:22 PM

>To: Non-responsive content removed

>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. Batch BIN 5

>Importance: High

>

>

>

>With best regards

>

>Non-responsive content removed

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>

>

>

From: Non-responsive content removed

>Sent: Tuesday, January 27, 2009 4:48 PM

Non-responsive content removed

>Subject: Re: Retrofitting campaign AU716 Clean Diesel - Planning 2. Batch BIN 5

>Importance: High

>

>Dear Mr. [REDACTED]

>As stated on the phone, we have drawn up a derogation for the full fuelling of the Touareg as requested by Mr. [REDACTED] <File: 20090127160.pdf

>

>We have assigned parts responsibility for the fuel pump to [REDACTED]

>

We assume that the procedure with the parties mentioned can be regarded as agreed.

>

Dear Mr. [REDACTED]

>Please see to the TUL as discussed.

>

>

>With best regards

Non-responsive content removed

>

Non-responsive content removed

>VOLKSWAGEN AG

D-38436 Wolfsburg

Germany

Non-responsive content removed

>www.volkswagen.com VOLKSWAGEN AG

>Sitz/Domicile: Wolfsburg

EA11003EN-00047[9]

>Registergericht/Court of Registry: Amtsgericht Braunschweig

>HRB Nr./ Commercial Register No.: 100484

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>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: 3/14/2011 2:54:00 PM
Subject: Diesel samples from VW plant in Kaluga
Attachments: [11 0390 - DK - Beprobung](#) Non-responsive content removed .pdf
[Kraftstoff_CKD.pdf](#)
[Kraftstoff_SKD.pdf](#)

Hello Mr. [REDACTED],

We have finally received the official analysis of the two fuels from your plant.
The SKD fuel is, to put it mildly, dreadful.
The CKD fuel is acceptable.
Please change SKD production over to CKD fuel as quickly as possible.
Please let us know how far you have progressed with this.

There should be an ongoing check to ensure that the CKD fuel really does come from the aforementioned refinery in [REDACTED]

Best regards

Non-responsive content removed

AUDI AG I/GQ-221

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From: Non-responsive content removed
Sent: Monday, March 14, 2011 1:26 PM
To: [REDACTED]
>Subject: Re: Offer for DK analysis -- investigative report 0390

Dear Mr. [REDACTED]

Attached please find the report for the diesel samples from [REDACTED]
At Mr. [REDACTED] request/suggestion I have also commissioned an investigation into impurities caused by element traces. This will enable us to offer information about the silicium content (defoamer).

With best wishes

Non-responsive content removed

AUDI AG
Non-responsive content removed

Non-responsive content removed

From: Non-responsive content removed

To:

CC:

Date: 3/14/2011 4:32:17 PM

Subject: Examination report 0390 - UPDATE

Attachments: [11 0390 - DK - Beprobung](#) [Non-responsive content removed](#) [neu.pdf](#)
[Kraftstoff CKD neu.pdf](#)
[Kraftstoff SKD neu.pdf](#)

Hi all,

Here is an updated version of examination report 0390 relating to the fuel samples from [Non-responsive content removed](#)

With best wishes

Non-responsive content removed

Audi AG

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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: [REDACTED]
CC: [REDACTED]
Date: 4/8/2011 6:55:08 PM
Subject: Re: OE2 Manager Meeting, [REDACTED] 12.04.11
Attachments: [OE2-Leiter Treffen \[REDACTED\] 12.04.11.ppt](#)

With best wishes

Non-responsive content removed

AUDI AG

Non-responsive content removed

>85045 Ingolstadt

Non-responsive content removed

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Registergericht/Court of Registry: Amtsgericht Ingolstadt

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From: Non-responsive content removed
Sent: Friday, April 08, 2011 2:20 PM
To: Non-responsive content removed
Subject: Re: OE2 Manager Meeting, [REDACTED] 12.04.11

Can you please send me the slides with pictures?

Best regards

Non-responsive content removed

From: Non-responsive content removed
Sent: Friday, April 08, 2011 12:19 PM
To: Non-responsive content removed
Subject: Re: OE2 Manager Meeting, [REDACTED] 12.04.11

With best wishes

Non-responsive content removed

AUDI AG

85045 Ingolstadt

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<http://www.audi.com>

Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Amtsgericht Ingolstadt

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

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From: Non-responsive content removed

Sent: Friday, April 08, 2011 11:06 AM

To: Non-responsive content removed

Subject: OE2 Manager Meeting, 12.04.11

< File: OE2-Leiter Treffen 2.04.11.ppt

I'm coming down.

Non-responsive content removed

From: Non-responsive content removed

To:

CC:

Date: 5/14/2011 12:17:21 PM

Subject: First fueling with SKD Kaluga

Dear Dr. Non-responsive content removed

Last week, having converted the gas station, we changed the SKD diesel fuel to the first fueling fuel from

Non-responsive content removed

Greetings from

Yours sincerely,

Non-responsive content removed

Non-responsive content removed

Non-responsive content removed

EA11003EN-00059[0]

From: Non-responsive content removed
To: [REDACTED]
CC: [REDACTED]
Date: 6/28/2011 7:49:59 AM
Subject: Initial filling regulations
Attachments: [Entlüftung, Erstbefüllung des ND-Systems Inline-EKP 2,0l CR.pdf](#)

Hello Mr. [REDACTED]

as discussed, here are the current initial fill regulations for 4-cylinder engines with CP4.1 HDP. They date from 2007.

With best wishes

Non-responsive content removed

EA11003EN-00112[0]

From: Non-responsive content removed
To: [REDACTED]
CC:
Date: 16.02.2009 16:28:02
Topic: NSU pre-fueling / initial start-up
Attachments: [20090216162659581.pdf](#)

your scan is attached to this email

From: Non-responsive content removed
To: [REDACTED]
CC:
Date: 3/12/2010, 10:06:04 AM
Subject: Max. vapor pressure in fuel system

Hello [REDACTED]

In preparation for the construction of an E20 Diesel vehicle, I am clarifying the component requirements. How high should the maximum vapor pressure of the fuel be to avoid permanent damage to the fuel system, specifically the high-pressure pump?

I seem to remember one of the Bosch people stating that the pump can handle up to 30% gasoline.

Regards,

[REDACTED]

From: Non-responsive content removed

To:

CC:

Date: 4/16/2010 9:22:26 AM

Subject: Re: Investigation report into Denver diesel fuel - poor start with 2,0l TDI BIN5

Attachments: [10 0667 - DK - Kältetauglichkeit - Station USK2 - Hr. \[REDACTED\].pdf](#)
[Auswertung 19-10 Nr.1.pdf](#)
[Auswertung 19-10 Nr.2.pdf](#)

Hi all,

In the USA, fuels are subject to standard ASTM975.

This defines lubricity as max. 520 μm , i.e. Denver fuel is a little outside the standard with 530 μm . Continuous testing is always verified at Bosch with diesel fuel 1 grade poorer, i.e. for USA 570 μm (GDK570).

For further verification, two continuous pump tests are also run for 100 hours with a lubricity of 650 μm (GDK650).

This is the reason why the USA pumps for R4 and V6 TDI have a C-coated piston

Summary: The measured fuel properties should not pose a problem for the resilience of the pump.

This is particularly the case because the viscosities are relatively good with 2.6 and 2.72.

Excessive water content has a worse effect.

PS: Naturally none of this has anything to do with starting performance.

With best wishes

Non-responsive content removed

AUDI AG

Non-responsive content removed

Non-responsive content removed

From: Non-responsive content removed

Sent: Thursday, April 15, 2010 12:40 PM

Non-responsive content removed

Subject: Re: Investigation report into Denver diesel fuel - poor start with 2,0l TDI BIN5

Hi all,

Attached for your information please find the analysis report for the diesel fuel from Denver and from the "mountains"

The comment on the lubricity of the fuel seems important to me.

Non-responsive content removed

AUDI AG

Non-responsive content removed

From: Non-responsive content removed

Sent: Thursday, April 15, 2010 10:13 AM

Non-responsive content removed

Subject: Re: Investigation report 0667

Hello gentlemen,

Unfortunately this took longer than expected, but I am now sending you the results for the two fuels from the USA.

With best wishes

Non-responsive content removed

From: Non-responsive content removed

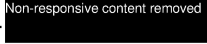
Sent: Thursday, April 15, 2010 9:22 AM

To: Non-responsive content removed

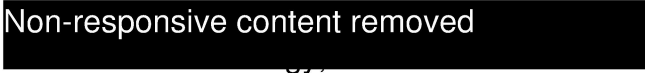
Subject: Investigation report 0667

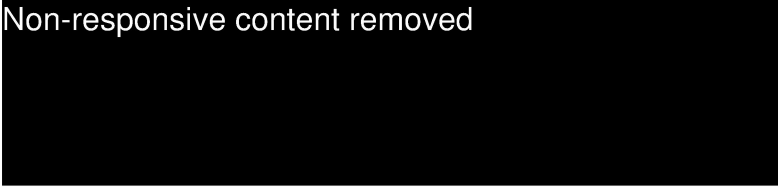
Hello Mr. Non-responsive content removed

Attached please find investigation report 0667.

< File: 10 0667 - DK - Kältetauglichkeit - Station USK2 -  >> < File: Auswertung_19-10 Nr.1.pdf >> < File: Auswertung_19-10 Nr.2.pdf

With best wishes

 Non-responsive content removed

 Non-responsive content removed

EA11003EN-00146[0]

From: Non-responsive content removed
To: [REDACTED]
CC:
Date: 6/18/2010 12:33:17 PM
Subject: CP4 Statistics

Hello gentlemen,

Our focus is on the CP4.1

A, Drivetrain damage
B, Particles in the intake valve
C, leaks in the shaft seal

Kind regards,

Non-responsive content removed

AUDI HUNGARIA MOTOR Kft.

Non-responsive content removed

<http://www.audi.hu>

From: Non-responsive content removed

To:

CC:

Date: 10/29/2010 4:20:40 PM

Subject: Winter performance of 125KW TDI in the Passat CC

Hello Mr. [REDACTED]

Please pass this on to your colleagues for information purposes:

It is not advisable to use a fuel mix of [REDACTED] diesel and kerosene with our current fuel-lubricated CR systems with the high injection pressures up to 1800 bar. The fuel quality in some parts of [REDACTED] is so poor in terms of lubricity, risk of corrosion, water content, etc. that it generally very demanding on the robustness of the high-pressure pump. If poor lubricity kerosene is also used, then the situation can quickly become critical, so that the possible damage resulting from a pump failure can quickly become very expensive because it is then necessary to replace the entire system from the tank to the high-pressure side.

We are currently working on special robustness measures in our high-pressure components for new markets where fuel quality is poor but where a component from our sales region is unavailable. The risk generally applies to all fuel-lubricated CR systems, irrespective of the manufacturer and is naturally linked with the more stringent requirements, in particular the higher injection pressures.

Best regards,

[REDACTED]

From: Non-responsive content removed

Sent: Friday, October 29, 2010 12:18 PM

To: Non-responsive content removed

Cc:

Subject: Re: Winter performance of 125KW TDI in the Passat CC

Dear [REDACTED]

Claus is the man to talk to about regeneration security. He or one of his team is the best person to advise Andreas about injection equipment.

[REDACTED]

From: Non-responsive content removed

Sent: Friday, October 29, 2010 9:01 AM

To: Non-responsive content removed

Subject: Re: Winter performance of 125KW TDI in the Passat CC

Dear [REDACTED]

Can you help me with the question below?
f not, who should I talk to?

With best wishes

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Germany

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www.volkswagen.de

Volkswagen Aktiengesellschaft
Headquarters: Wolfsburg
Court of Registry: Amtsgericht Braunschweig
Registry no.: 100484
Chair of the Supervisory Board: Ferdinand Piëch
Executive Board: Martin Winterkorn (Vorsitzender), Francisco J. Garcia Sanz, Jochem Heizmann, Christian Klingler, Horst Neumann, Hans Dieter Pötsch, Rupert Stadler

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From: Non-responsive content removed
Sent: Thursday, October 28, 2010 6:28 PM
To: Non-responsive content removed
Subject: Re: Winter performance of 125KW TDI in the Passat CC

Dear [redacted]
Can you help me here by referring me to someone who can answer my questions?

My brother-in-law wants to switch to a CC (currently drives a BMW) and needs an answer to the diesel question because he needs to travel a lot in [redacted]

Thank you and best wishes,
[redacted]

From: Non-responsive content removed
Sent: Thursday, October 28, 2010 9:08 AM
To: Non-responsive content removed
Subject: Winter performance of 125KW TDI in the Passat CC

Dear [redacted]

I would advise a Passat CC, possibly with the 125KW Diesel, DSG, front drive. With regard to the question that the dealer was unable to answer satisfactorily: if I drive to [redacted] at the end of January Non-responsive content removed then can I only use a kerosene to diesel mix of 1:6 if I do not wish to risk damaging the car? There is no winter diesel available there however kerosene is available at the pumps for precisely this purpose. Will I experience problems with my particle filter?

Perhaps you can give me a well judged answer with your broad network of connections within the company.

Best regards,
[redacted]

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Managing Directors Heinz Ulrich Hensgen, Dr. Alex Alexandridis
Registered offices: Darmstadt, Eingetragen im Amtsgericht Darmstadt HRB 7030
Chair of the Supervisory Board: Dr. Sönke Mehrgardt
UID: DE 813236379

Dresdner Bank AG Darmstadt
Account: [REDACTED] Bankcode: [REDACTED] SWIFT: dresdeff508
IBAN DE 56 50880050 170490400

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please notify me immediately by telephone [REDACTED] and delete this communication and any attachments without reading or copying. Thank you.

From: Non-responsive content removed

To:

CC:

Date: 4/19/2011 10:55:02 AM

Subject: Re: EVN in [REDACTED] / Caddy

Attachments: Non-responsive content removed
[Laenderfreigabe Einspritzung.pdf](#)

Dear Ms [REDACTED]

I would like you to clarify the points you mention:

- Are the resources and capacities available for a Caddy?
- Caddy project management, will a Caddy be sent along and what engine will it have
- will the Caddy benefit from the [REDACTED] passenger vehicle tests with the relevant engines

FA is interested!

Please let us know in good time when the continuous test is due to take place, so that we can send components ahead.

Here are some comments and attachments:

Extract from the list of diesel countries:

Response from EAD National releases for diesel engines

Note: Situation in [REDACTED]

We still see the [REDACTED] market as critical for releases because of the lack of robustness of the high-pressure fuel pumps in relation to the poor lubricity of the fuel available on the market. This is particularly the case in winter when the fuel is mixed with kerosene or petrol, causing a further deterioration in the viscosity/ lubricity.

We also believe that the desire to serve a market with different diesel engine concepts (EU3, EU4, EU5) as problematic because it is not possible to ensure the necessary quality when fueling. We believe that the EU4 high-pressure fuel pump currently undergoing validation (AWP = RP0+RP1) is closer to the necessary robustness, however robustness measure "RP0" is not planned in the EU5 HPFP.

The further development of the RP1 (currently in EU4 HPFP) to RP1+ (then for EU4 and EU5 HPFP) should go into serial production in 2011.

We are working on a strategy involving a unitary HPFP with the same robustness for all diesel engines with Bosch HPFP.

With best wishes

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VOLKSWAGEN AG

Sitz/Domicile: Wolfsburg

Registergericht/Court of Registry: Amtsgericht Braunschweig

HRB Nr./ Commercial Register No.: 100484

Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Ferdinand K. 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: Tuesday, April 19, 2011 11:15 AM

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>Subject: Re: EVN in [redacted] Caddy

>

>Hello Mr. [redacted]

>

>Amaroks and T5 are already running. [redacted] still has the resources and capacities for a Caddy; the engine type would have to be agreed

>

- Caddy project management will decide if a Caddy is to be sent along and what engine will it have This depends on the interest shown by the specialist departments. It is not known if the Caddy is already benefiting from the [redacted] passenger vehicle tests with the relevant engines

>

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>With best regards

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>
>Bertrandt Ingenieurbüro GmbH - Managing Directors: Ulrich Subklew, Thomas Martens
>Domicile: Tappenbeck, District Court: Braunschweig, HRB 100280

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>
From: Non-responsive content removed

>Sent: Tuesday, April 19, 2011 11:09 AM

>To: Non-responsive content removed

>Cc: Non-responsive content removed

>Subject: Re: EVN in Non-responsive content removed / Caddy

>Importance: High

>
Dear Ms Non-responsive content removed

>
>The attached file shows that the continuous test has already taken place ?

>
How are we to contribute components and criteria?

>
>or when it testing to start?

>
>With best regards

>
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Non-responsive content removed

>
>VOLKSWAGEN AG

>Sitz/Domicile: Wolfsburg

>Registergericht/Court of Registry: Amtsgericht Braunschweig

>HRB Nr./ Commercial Register No.: 100484

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

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From: Non-responsive content removed

>Sent: Tuesday, April 19, 2011 10:34 AM

Non-responsive content removed

>Subject: Re: EVN in Non-responsive content removed / Caddy

>

>Dear Sir/Madam,

>

>NE Entire Vehicle runs continuous tests in [REDACTED]

>If there is technical interest in this and release recommendations for [REDACTED] service intervals can be supported. it is possible also to run 1 Caddy.

>

>Does such interest exist and, if so, how should the vehicle be equipped?

>

>

>

>With best regards

>

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>

>Bertrandt Ingenieurbüro GmbH - Managing Directors: Ulrich Subklew, Thomas Martens >

>Domicile: Tappenbeck, District Court: Braunschweig, HRB 100280

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From: Non-responsive content removed

>Sent: Monday, April 11, 2011 5:30 PM

>To: Non-responsive content removed

>Subject: Re: EVN in [REDACTED] Caddy

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>

>

> < File: Caddy KW15.ppt >>

>

>With best regards

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From: Non-responsive content removed

EA11003EN-00149[4]

>Sent: Monday, April 11, 2011 5:28 PM

>To: Non-responsive content removed

>Cc:

>Subject: EVN in Caddy

>

Dear Mr

>

>Could you please send us the documents shown so that we can access the minutes from the meeting?

>

>

>

>With best regards

>

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>

>Bertrandt Ingenieurbüro GmbH - Managing Directors: Ulrich Subklew, Thomas Martens

>Domicile: Tappenbeck, District Court: Braunschweig, HRB 100280

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