



VOLKSWAGEN OF AMERICA, INC.
898 W. Big Beaver
P.O. Box 3951
Troy, Michigan 48007-3951
Tel. (313) 382-6030
WU Tolex - 230 628

RECEIVED

1987 FEB -3 PM 1:47

OFFICE OF DEFECTS INVESTIGATION

January 14, 1987

07V-008 (31)

Mr. Phillip Davis, Director
Office of Defects Investigation
U.S. Department of Transportation
National Highway Traffic Safety Administration
Washington, D.C. 20590

Subject: RECALL CAMPAIGN
1978-86 MODEL AUDI 5000
EQUIPPED WITH AUTOMATIC
TRANSMISSION
SHIFT LOCK INSTALLATION
AUDI CAMPAIGN CODE GD

Dear Mr. Davis:

This information is submitted in accordance with the requirements of Part 573 of Title 49 of the Code of Federal Regulations:

- 573.5 (c)(1) Manufacturer:
Audi Aktiengesellschaft
Importer:
Volkswagen of America, Inc. (VWofA)
- 573.5 (c)(2) (1) Make, Model and Manufacturing Date:
1978 through 1986 model Audi 5000 vehicles
equipped with automatic transmission
manufactured from August, 1977 through July,
1986.
- 573.5 (c)(3) A total of 251,102 vehicles within the
vehicle identification number range:
4382000001 - WAU_04_G_160000 are
affected by this action.
- 573.5 (c)(4) All vehicles will be retrofitted with the
automatic shift lock.
- 573.5 (c)(5) Some owners of 1978 through 1986 model Audi 5000
vehicles equipped with automatic transmission
have reported incidents of sudden full throttle
acceleration from a stationary position which is
said to have occurred without use of the gas
pedal. Simultaneously the brake system was
reported to be inoperative.

- 573.5(c)(6) After thorough investigation, Audi has found that full throttle acceleration from a stationary position is a complex matter resulting from a combination of human factors, lack of familiarity with the car and the car's operating controls. No mechanical defect was found which could explain unintentional acceleration. Since Audi believes the number of incidents to be unacceptable, it announced on August 5, 1986 a service action campaign to install an Automatic Shift Lock as an aid to the driver. The Automatic Shift Lock was specifically designed to reduce the likelihood of such incidents.
- 573.5 (c)(7) Not Applicable.
- 573.5 (c)(8) Audi will convert its service actions FY and GB into statutory recall campaigns and re-notify owners to return their cars to authorized dealers to have the automatic shift lock installed. Customers, who had the required work performed previously will be asked to return their vehicle only if idle stabilizer recall work announced in a separate action has not yet been done.
- 573.5 (c)(9) A representative copy of all notices, bulletins and other communications to distributors and dealers will be submitted to the NHTSA not later than five (5) days after their initial mailing.

Sincerely,

VOLKSWAGEN OF AMERICA, INC.



Rainer Dumke
Consumer Services Manager

RD:dmc



VOLKSWAGEN OF AMERICA, INC.
888 W. Big Beaver
P.O. Box 3651
Troy, Michigan 48007-3051
Tel. (313) 362-6000
VW Telex — 230 028

Attachment A

Draft Letter to Owners of 1985 Through 1986 Audi 5000 Vehicles
Equipped with Automatic Transmissions -
Automatic Shift Lock

87V-008 (3)

Dear Audi 5000 Owner:

This safety recall notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Some owners of 1978 through 1986 model Audi 5000 vehicles equipped with automatic transmission have reported incidents of sudden full throttle acceleration from a stationary position which is said to have occurred without use of the gas pedal. Simultaneously the brake system was reported to be inoperative.

Audi has found that full throttle acceleration from a stationary position is a complex matter resulting from a combination of human factors, lack of familiarity with the car and the car's operating controls. Unintended acceleration is not unique to Audi but has involved many other automobile manufacturers. Nevertheless, Audi considers the number of complaints of Audi 5000 unintended acceleration to be too high. In order to reduce the likelihood of such incidents, Audi engineers have developed the automatic shift lock (ASL) which is designed to prevent full throttle acceleration from a stationary position. ASL prevents the transmission shift lever from being moved from the "park" position to "reverse" or "drive" unless the brake pedal is applied simultaneously. The brake system in Audi 5000 is so designed that it overrides engine output and is capable of bringing the vehicle at full throttle to a complete stop.

Because unintentional full throttle acceleration most often has occurred from a stationary position, please observe certain precautions at all times even if your car has already been equipped with ASL. Make sure that you park your car by moving the transmission shift lever into "park" and apply your hand brake. Start your car in "park" whenever possible. After starting your car, step on the brake pedal before you shift out of "park" into "reverse" or "drive". In the event you experience unintended acceleration, make sure that you are stepping on your brake pedal or turn your ignition key to the off position to shut your engine down. Unintended acceleration can result in vehicle crash causing injury.

If you have not already done so, please telephone your dealer for an appointment so that the automatic shift lock can be installed into your car as soon as possible. The installation will be free of charge and will take approximately one hour. Your dealer has the necessary parts in stock.

87V-008 (34)

If your dealer fails or is unable to install the automatic shift lock within a reasonable time, please call or write to:

Audi of America, Inc.	or	Administrator, National Highway
888 West Big Beaver Road		Traffic Safety Administration
P.O. Box 3951		U.S. Department of Transportation
Troy, MI 48099		Washington, D.C. 20590
Telephone:		Toll Free Auto Safety Hotline:
1-800-822-AUDI		1-800-424-9393
Attention: Customer		(202) 366-0123 (Washington, D.C.
Assistance		area)

Audi has a history of world technological leadership in setting standards for active driver control, good handling and passenger safety. We hope that you can share our pride in the Audi 5000 as a car of superior design and that you can continue to enjoy its fine performance features. If you wish to know more about Audi or the facts about unintentional acceleration, please telephone Audi at the 800 number listed above.

Sincerely,

AUDI OF AMERICA, INC.

Gunter Muller
Manager, Technical Service

GM:dmc



VOLKSWAGEN OF AMERICA, INC.
988 W. Big Beaver
P.O. Box 3951
Troy, Michigan 48007-3951
Tel. (313) 352-6000
WU Telex 230 828

ATTACHMENT C

Draft of Letters to Owners of 1978 Through 1983 Model Audi 5000
Vehicles Equipped with Automatic Transmission
Automatic Shift Lock and Idle System Inspection

87V-008 (5)

Dear Audi 5000 Owner:

This safety recall notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Some owners of 1978 through 1986 model Audi 5000 vehicles equipped with automatic transmission have reported incidents of sudden full throttle acceleration from a stationary position which is said to have occurred without use of the gas pedal. Simultaneously the brake system was reported to be inoperative.

Audi has found that full throttle acceleration from a stationary position is a complex matter resulting from a combination of human factors, lack of familiarity with the car and the car's operating controls. Unintended acceleration is not unique to Audi but has involved many other automobile manufacturers. Nevertheless, Audi considers the number of complaints of Audi 5000 unintended acceleration to be too high. In order to reduce the likelihood of such incidents, Audi engineers have developed the automatic shift lock (ASL) which is designed to prevent full throttle acceleration from a stationary position. ASL prevents the transmission shift lever from being moved from the "park" position to "reverse" or "drive" unless the brake pedal is applied simultaneously. The brake system in Audi 5000 is so designed that it overrides engine output and is capable of bringing the vehicle at full throttle to a complete stop.

Because unintentional full throttle acceleration most often has occurred from a stationary position, please observe certain precautions at all times even if your car has already been equipped with ASL. Make sure that you park your car by moving the transmission shift lever into "park" and apply your hand brake. Start your car in "park" whenever possible. After starting your car, step on the brake pedal before you shift out of "park" into "reverse" or "drive". In the event you experience unintended acceleration, make sure that you are stepping on your brake pedal or turn your ignition key to the off position to shut your engine down. Unintended acceleration can result in vehicle crash causing injury.

Please telephone your dealer for an appointment so that the automatic shift lock can be installed into your car as soon as possible. The installation will be free of charge and will take approximately one hour. Your dealer has the necessary parts in stock.

While your car is at the dealership, we will also inspect the idle system of your car and replace any defective idle system parts free of charge in order to make sure that your car operates to your satisfaction.

If your dealer fails or is unable to install the automatic shift lock within a reasonable time, please call or write to:

Audi of America, Inc.
888 West Big Beaver Road
P.O. Box 3951
Troy, MI 48099
Telephone:
1-800-822-AUDI

or Administrator, National Highway
Traffic Safety Administration
U.S. Department of Transportation
Washington, D.C. 20590
Toll Free Auto Safety Hotline:
1-800-424-9393
(202) 366-0123 (Washington, D.C.
area)

Audi has a history of world technological leadership in setting standards for active driver control, good handling and passenger safety. We hope that you can share our pride in the Audi 5000 as a car of superior design and that you can continue to enjoy its fine performance features. If you wish to know more about Audi or the facts about unintentional acceleration, please telephone Audi at the 800 number listed above.

Sincerely,

AUDI OF AMERICA, INC.

Gunter Muller
Manager, Technical Service

GM:dmc

87V-008 (07)



VOLKSWAGEN OF AMERICA, INC.
888 W. Big Beaver
P.O. Box 3851
Troy, Michigan 48007-3851
Tel. (313) 392-6000
WU Telex — 230 628

ATTACHMENT D

Draft Letter to Owners of 1984 Model Audi 5000 Vehicles
and 1985 and 1986 5000 Turbo Vehicles
Equipped with Automatic Transmission -
Automatic Shift Lock and Idle System Inspection

Dear Audi 5000 Owner:

This safety recall notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Some owners of 1978 through 1986 model Audi 5000 vehicles equipped with automatic transmission have reported incidents of sudden full throttle acceleration from a stationary position which is said to have occurred without use of the gas pedal. Simultaneously the brake system was reported to be inoperative.

Audi has found that full throttle acceleration from a stationary position is a complex matter resulting from a combination of human factors, lack of familiarity with the car and the car's operating controls. Unintended acceleration is not unique to Audi but has involved many other automobile manufacturers. Nevertheless, Audi considers the number of complaints of Audi 5000 unintended acceleration to be too high. In order to reduce the likelihood of such incidents, Audi engineers have developed the automatic shift lock (ASL) which is designed to prevent full throttle acceleration from a stationary position. ASL prevents the transmission shift lever from being moved from the "park" position to "reverse" or "drive" unless the brake pedal is applied simultaneously. The brake system in Audi 5000 is so designed that it overrides engine output and is capable of bringing the vehicle at full throttle to a complete stop.

Because unintentional full throttle acceleration most often has occurred from a stationary position, please observe certain precautions at all times even if your car has already been equipped with ASL. Make sure that you park your car by moving the transmission shift lever into "park" and apply your hand brake. Start your car in "park" whenever possible. After starting your car, step on the brake pedal before you shift out of "park" into "reverse" or "drive". In the event you experience unintended acceleration, make sure that you are stepping on your brake pedal or turn your ignition key to the off position to shut your engine down. Unintended acceleration can result in vehicle crash causing injury.

If you have not already done so, please telephone your dealer for an appointment so that the automatic shift lock can be installed into your car as soon as possible. The installation will be free of charge and will take approximately one hour. Your dealer has the necessary parts in stock.

87V-008 (08)

While your car is at the dealership, we will also inspect the idle system of your car replace and defective idle system parts free of charge in order to make sure that your car operates to your satisfaction.

If you have already responded to our previous campaign notice, which you should have received in August of last year, the automatic shift lock will have been installed already. Nonetheless, we recommend that you return your car to your dealer so that the idle system inspection may be completed and defective parts in the system replaced.

If your dealer fails or is unable to install the automatic shift lock within a reasonable time, please call or write to:

Audi of America, Inc.
888 West Big Beaver Road
P.O. Box 3951
Troy, MI 48099
Telephone:
1-800-822-AUDI

or Administrator, National Highway
Traffic Safety Administration
U.S. Department of Transportation
Washington, D.C. 20590
Toll Free Auto Safety Hotline
1-800-424-9393
(202) 366-0123 (Washington, D.C.
area)

Audi has a history of world technological leadership in setting standards for active driver control, good handling and passenger safety. We hope that you can share our pride in the Audi 5000 as a car of superior design and that you can continue to enjoy its fine performance features. If you wish to know more about Audi or the facts about unintentional acceleration, please telephone Audi at the 800 number listed above.

Sincerely,

AUDI OF AMERICA, INC.

Gunter Muller
Manager, Technical Service

GM:dmc

CONTACT: Thomas F. McDonald
Joseph Bennett
Audi Public Relations
Troy, MI 48007-3951
(313) 362-6768

(24987)
FOR RELEASE: 2 PM
Thursday, January 15, 1987

87V-008 (89)

**AUDI AGREES TO RECALL 5000 MODEL;
AUTOMATIC SHIFT LOCK SEEN AS BEST PREVENTIVE
FOR UNINTENDED ACCELERATION**

TROY, MICH. -- Audi of America, Inc. announced today that it will recall 250,000 1978-86 Audi 5000s, as requested by the Federal Government, to install a device to help prevent "unintended acceleration."

The National Highway Traffic Safety Administration (NHTSA) in late December requested Audi to install the Automatic Shift Lock under the provisions of the National Traffic and Motor Vehicle Safety Act. Today, Audi agreed to the request. The Automatic Shift Lock is a unique device designed by Audi to substantially reduce the incidence of unintended acceleration in its automatic transmission Audi 5000 models. It has already been installed in more than 70,000 Audi 5000s.

John B. Damoose, new corporate vice president responsible for Audi of America, said: "We recognize that the number of incidents of unintended acceleration is too high and we want to reduce it. Audi not only will fully comply with the government's request, we will seek to achieve an unprecedented level of owner participation in a recall. We're launching a program to get the Automatic Shift Locks installed as quickly as possible in the remaining cars, and with a minimum of inconvenience to our customers."

(more)

The program will include:

- A nationwide letter and telephone campaign urging owners to schedule their Automatic Shift Lock installations as soon as possible;
- A follow-up campaign with all owners to monitor the use and effectiveness of the Automatic Shift Lock; and
- Audi will also re-notify owners and complete two previous recall campaigns involving throttle pedal to carpet interference and perform brake pedal modifications on those 1978 through 1983 vehicles which have not yet had this work done.

"In addition, we're today announcing the unprecedented action of offering our dealers across the country the opportunity to participate in a program under which up to 1,000 new Audis would be available to dealers for use by their customers the day of their Automatic Shift Lock installation," Damoose said. "Our company is genuinely committed to making the recall a success."

The Automatic Shift Lock is standard equipment on 1987 Audi 5000 automatic transmission models.

Unintended acceleration is said to occur when a driver shifts an automatic transmission car from "park" to "drive" or "reverse." Drivers say the car unexpectedly accelerates and simultaneously cannot be stopped by applying the brakes.

(more)

Audi has demonstrated that the brake system in the Audi 5000 will override engine output and is capable of bringing the vehicle even at full throttle to a complete stop. The Automatic Shift Lock keeps the transmission locked in "park" until the brake is depressed. Therefore, to assure that the driver can have the brakes immediately available, the Automatic Shift Lock keeps the transmission locked in "park" until the brake is depressed.

**AUDI AGREES TO IDLE STABILIZATION VALVE RECALL
IN SEPARATE ACTION**

In a separate action today, Audi officials also agreed to NHTSA's request that the company recall 1985 and some 1986 automatic transmission Audi 5000S models to replace the cars' idle stabilization valve and to inspect the vehicles for proper idle.

Audi will conduct its recall under the provisions of the National Traffic and Motor Vehicle Safety Act and will re-notify all owners of cars with the defective part of the company's replacement program.

To date, nearly 36,000 Audi 5000 owners have had their cars' idle stabilization valve replaced under the company's own service recall. About 82,000 cars are included in the campaign.

(more)

Audi of America has acknowledged problems with the idle stabilization valve, and maintains that the defective part does not cause unintended acceleration. The car's original idle stabilization valve was found to wear excessively and over a period of time could result in increasing fluctuations in the car's idle r.p.m. An Audi investigation of some 300 incidents of unintended acceleration found no idle stabilization valve defect in any of these cars.

Under the recall requested by NHTSA and announced today by Audi, the company will:

- Replace defective idle stabilization valves in 1985 and some 1986 non-turbo engines
- Conduct an inspection of the idle control system in all 1985 and 1986 models to check for correct idle; and
- conduct an inspection of the idle control system of 1978 through 1984 vehicles to check for correct idle.

#



Campaign Circular
Code: GD

8
87V-008

SUBJECT: RECALL CAMPAIGN GD
1978-86 MODEL AUDI 5000
EQUIPPED WITH AUTOMATIC
TRANSMISSION
SHIFT LOCK INSTALLATION

Dear Audi Dealer:

This is to inform you of a recall campaign relating to unintended acceleration of 1978 through 1986 model Audi 5000 vehicles equipped with automatic transmissions. The vehicles involved are within the following vehicle identification number range:

438200001 — WAU___04 G 160000

Audi has developed a magnetic locking device holding the shift lever in the "Park" position unless the driver steps on the brake pedal. This automatic locking device is to be installed in all 1978 through 1986 model automatic Audi 5000 vehicles. In addition, an idle system check is to be performed.

Customer Notification

Audi will commence notification of all known owners of 1978 to 1986 Audi 5000 vehicles by first class mail on February 13, 1987. Copies of the different type of notification letters as well as a synoptical letter chart are enclosed.

IMPORTANT: Service, Parts & Sales Managers

All Personnel Should Read and Initial

Inventory Vehicles

The necessary work must be performed on every vehicle involved in your inventory — new or used — **prior** to sale.

Vehicle Allocation Information

Audi will furnish you as soon as possible with a computerized list of all vehicles affected by this recall. The list also indicates by code any other campaign which needs to be completed.

Work Procedure

See attachment.

Parts Requirement

After the automatic supply of initial parts to your dealership you should order additionally required parts from your depot. Please make sure that you have sufficient inventory at all times.

The automatic shift lock kits are identified as follows:

1978 - 1983 Models

1 ASL Kit 431 798 999A

1984 - 1986 Models

1 ASL Kit 443 998 999

Repair Time Allowance

See attachment.

Accounting Procedures

See attachment.

Dealer Obligation

It is important that you schedule appointments with customers as soon as possible. It is equally important that inventory vehicles are immediately corrected.

Important Note

Some of these vehicles are also involved in the GC recall as well as the FN, FR, FU, FV and GA corrective actions. The Campaign Authorization forms as well as your dealer list will reflect the open status for these previous campaigns.

It is important that you discuss the additional campaigns and subsequent time requirements with each customer **prior** to performing the work.

In the event that a customer requests recall work and is not in possession of a Campaign Authorization form, you should check with your respective distributor/region on the vehicles' campaign status, fill out a blank form and complete the necessary work.

DO NOT TURN A CUSTOMER DOWN

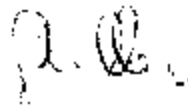
Supersession

This recall supersedes previous service action campaigns FY and GB. Do not use from now on the circular and notification information concerning these two former actions. We request that you discard the FY circulars mailed in August, 1986. Please ensure that all personnel connected with campaigns are familiar with this recall and its procedure.

Thank you for your cooperation.

Sincerely,

AUDI OF AMERICA, INC.



Gunter Muller
Manager, Technical Service

JvH/dc

MAILING CODES

Code	1978 - 1983 Audi 5000S	1984 Audi 5000S and 1985/86 Turbo	1985/86 Audi 5000S without previous repairs	1985/86 Audi 5000S with previous repairs
A Auto. Shift Lock			X	X
B Idle Stabilizer			X	X
C Auto. Shift Lock	X			
D Auto. Shift Lock		X		



AUDI OF AMERICA, INC.
888 W. Big Beaver
P.O. Box 3951
Troy, Michigan 48007-3951
Tel. 313/362-7300
WU Telex — 230 628

A

SUBJECT: RECALL CAMPAIGN GD

Dear Audi 5000 Owner:

This safety recall notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Some owners of 1978 through 1986 model Audi 5000 vehicles equipped with automatic transmission have reported incidents of sudden full throttle acceleration from a stationary position which is said to have occurred without use of the gas pedal. Simultaneously the brake system was reported to be inoperative.

Audi has found that full throttle acceleration from a stationary position is a complex matter resulting from a combination of human factors, lack of familiarity with the car and the car's operating controls. Unintended acceleration is not unique to Audi but has involved many other automobile manufacturers. Nevertheless, Audi considers the number of complaints of Audi 5000 unintended acceleration to be too high. In order to reduce the likelihood of such incidents, Audi engineers have developed the automatic shift lock (ASL) which is designed to prevent full throttle acceleration from a stationary position. ASL prevents the transmission shift lever from being moved from the "park" position to "reverse" or "drive" unless the brake pedal is applied simultaneously. The brake system in the Audi 5000 is so designed that it overrides engine output and is capable of bringing the vehicle at full throttle to a complete stop.

Because unintentional full throttle acceleration most often has occurred from a stationary position, please observe certain precautions at all times even if your car has already been equipped with ASL. Make sure that you park your car by moving the transmission shift lever into "park" and apply your hand brake. Start your car in "park" whenever possible. After starting your car, step on the brake pedal before you shift out of "park" into "reverse" or "drive." In the event you experience unintended acceleration, make sure that you are stepping on your brake pedal or turn your ignition key to the off position to shut your engine down. Unintended acceleration can result in vehicle crash causing injury.

If you have not already done so, please telephone your dealer for an appointment so that the automatic shift lock can be installed into your car as soon as possible. The installation will be free of charge and will take approximately one hour. Your dealer has the necessary parts in stock.

If your dealer fails or is unable to install the automatic shift lock within a reasonable time, please call or write to:

Audi of America, Inc.
888 West Big Beaver Road
P.O. Box 3951
Troy, MI 48099
Telephone:
1-800-822-AUDI

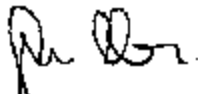
or

Administrator, National Highway
Traffic Safety Administration
U.S. Department of Transportation
Washington, D.C. 20590
Toll Free Auto Safety Hotline:
1-800-424-9393
(202) 368-0123 (Washington, D.C. area)

Audi has a history of world technological leadership in setting standards for active driver control, good handling and passenger safety. We hope that you can share our pride in the Audi 5000 as a car of superior design and that you can continue to enjoy its fine performance features. If you wish to know more about Audi or the facts about unintentional acceleration, please telephone Audi at the 800 number listed above.

Sincerely,

AUDI OF AMERICA, INC.



Gunter Muller
Manager, Technical Service

JvH/dc



AUDI OF AMERICA, INC.
888 W. Big Beaver
P.O. Box 3951
Troy, Michigan 48007-3951
Tel. 313/362-7300
WU Telex 230 628

C

SUBJECT: RECALL CAMPAIGN GD

Dear Audi 5000 Owner:

This safety recall notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Some owners of 1978 through 1986 model Audi 5000 vehicles equipped with automatic transmission have reported incidents of sudden full throttle acceleration from a stationary position which is said to have occurred without use of the gas pedal. Simultaneously the brake system was reported to be inoperative.

Audi has found that full throttle acceleration from a stationary position is a complex matter resulting from a combination of human factors, lack of familiarity with the car and the car's operating controls. Unintended acceleration is not unique to Audi but has involved many other automobile manufacturers. Nevertheless, Audi considers the number of complaints of Audi 5000 unintended acceleration to be too high. In order to reduce the likelihood of such incidents, Audi engineers have developed the automatic shift lock (ASL) which is designed to prevent full throttle acceleration from a stationary position. ASL prevents the transmission shift lever from being moved from the "park" position to "reverse" or "drive" unless the brake pedal is applied simultaneously. The brake system in the Audi 5000 is so designed that it overrides engine output and is capable of bringing the vehicle at full throttle to a complete stop.

Because unintentional full throttle acceleration most often has occurred from a stationary position, please observe certain precautions at all times even if your car has already been equipped with ASL. Make sure that you park your car by moving the transmission shift lever into "park" and apply your hand brake. Start your car in "park" whenever possible. After starting your car, step on the brake pedal before you shift out of "park" into "reverse" or "drive." In the event you experience unintended acceleration, make sure that you are stepping on your brake pedal or turn your ignition key to the off position to shut your engine down. Unintended acceleration can result in vehicle crash causing injury.

Please telephone your dealer for an appointment so that the automatic shift lock can be installed into your car as soon as possible. The installation will be free of charge and will take approximately one hour. Your dealer has the necessary parts in stock.

While your car is at the dealership, we will also inspect the idle system of your car and replace any defective idle system parts free of charge in order to make sure that your car operates to your satisfaction.

If your dealer fails or is unable to install the automatic shift lock within a reasonable time, please call or write to:

Audi of America, Inc.
888 West Big Beaver Road
P.O. Box 3951
Troy, MI 48099
Telephone:
1-800-822-AUDI

or Administrator, National Highway
Traffic Safety Administration
U.S. Department of Transportation
Washington, D.C. 20590
Toll Free Auto Safety Hotline:
1-800-424-9393
(202) 366-0123 (Washington, D.C. area)

Audi has a history of world technological leadership in setting standards for active driver control, good handling and passenger safety. We hope that you can share our pride in the Audi 5000 as a car of superior design and that you can continue to enjoy its fine performance features. If you wish to know more about Audi or the facts about unintentional acceleration, please telephone Audi at the 800 number listed above.

Sincerely,

AUDI OF AMERICA, INC.



Gunter Muller
Manager, Technical Service

JvH/dc



AUDI OF AMERICA, INC.
885 W. Big Beaver
P.O. Box 3051
Troy, Michigan 48007-3951
Tel 313/362-7300
WL Telex 230 628

D

SUBJECT: RECALL CAMPAIGN GD

Dear Audi 5000 Owner:

This safety recall notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Some owners of 1978 through 1986 model Audi 5000 vehicles equipped with automatic transmission have reported incidents of sudden full throttle acceleration from a stationary position which is said to have occurred without use of the gas pedal. Simultaneously the brake system was reported to be inoperative.

Audi has found that full throttle acceleration from a stationary position is a complex matter resulting from a combination of human factors, lack of familiarity with the car and the car's operating controls. Unintended acceleration is not unique to Audi but has involved many other automobile manufacturers. Nevertheless, Audi considers the number of complaints of Audi 5000 unintended acceleration to be too high. In order to reduce the likelihood of such incidents, Audi engineers have developed the automatic shift lock (ASL) which is designed to prevent full throttle acceleration from a stationary position. ASL prevents the transmission shift lever from being moved from the "park" position to "reverse" or "drive" unless the brake pedal is applied simultaneously. The brake system in the Audi 5000 is so designed that it overrides engine output and is capable of bringing the vehicle at full throttle to a complete stop.

Because unintentional full throttle acceleration most often has occurred from a stationary position, please observe certain precautions at all times even if your car has already been equipped with ASL. Make sure that you park your car by moving the transmission shift lever into "park" and apply your hand brake. Start your car in "park" whenever possible. After starting your car, step on the brake pedal before you shift out of "park" into "reverse" or "drive." In the event you experience unintended acceleration, make sure that you are stepping on your brake pedal or turn your ignition key to the off position to shut your engine down. Unintended acceleration can result in vehicle crash causing injury.

If you have not already done so, please telephone your dealer for an appointment so that the automatic shift lock can be installed into your car as soon as possible. The installation will be free of charge and will take approximately one hour. Your dealer has the necessary parts in stock.

While your car is at the dealership, we will also inspect the idle system of your car and replace any defective idle system parts free of charge in order to make sure that your car operates to your satisfaction.

If you have already responded to our previous campaign notice, which you should have received in August of last year, the automatic shift lock will have been installed already. Nonetheless, we recommend that you return your car to your dealer so that the Idle system inspection may be completed and defective parts in the system replaced.

If your dealer fails or is unable to install the automatic shift lock within a reasonable time, please call or write to:

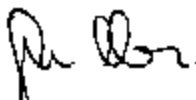
Audi of America, Inc.
888 West Big Beaver Road
P.O. Box 3951
Troy, MI 48099
Telephone:
1-800-822-AUDI

or Administrator, National Highway
Traffic Safety Administration
U.S. Department of Transportation
Washington, D.C. 20590
Toll Free Auto Safety Hotline:
1-800-424-9393
(202) 366-0123 (Washington, D.C. area)

Audi has a history of world technological leadership in setting standards for active driver control, good handling and passenger safety. We hope that you can share our pride in the Audi 5000 as a car of superior design and that you can continue to enjoy its fine performance features. If you wish to know more about Audi or the facts about unintentional acceleration, please telephone Audi at the 800 number listed above.

Sincerely,

AUDI OF AMERICA, INC.

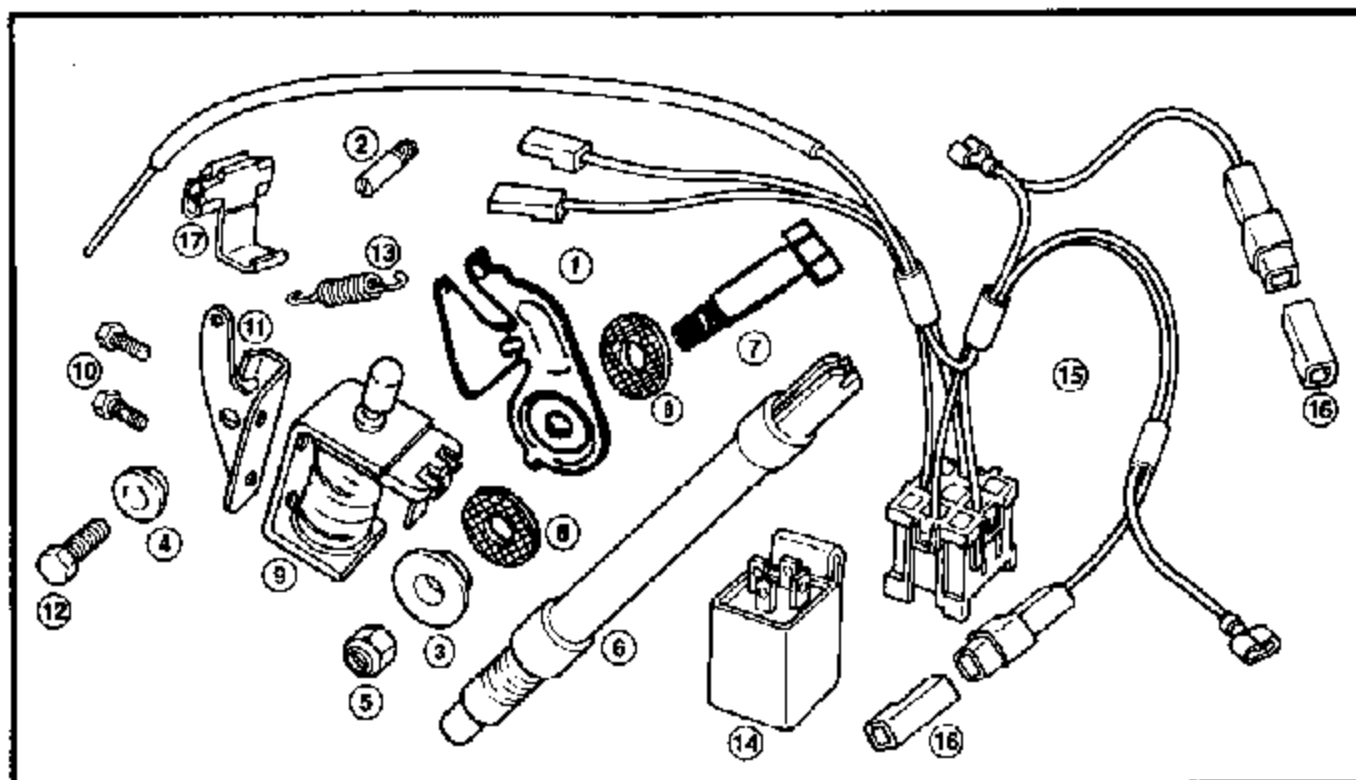


Gunter Muller
Manager, Technical Service

JvH/dc

Shift Lock Installation — 1978-83 Audi 5000 Models

Installation Procedures



Automatic shift lock kit, components

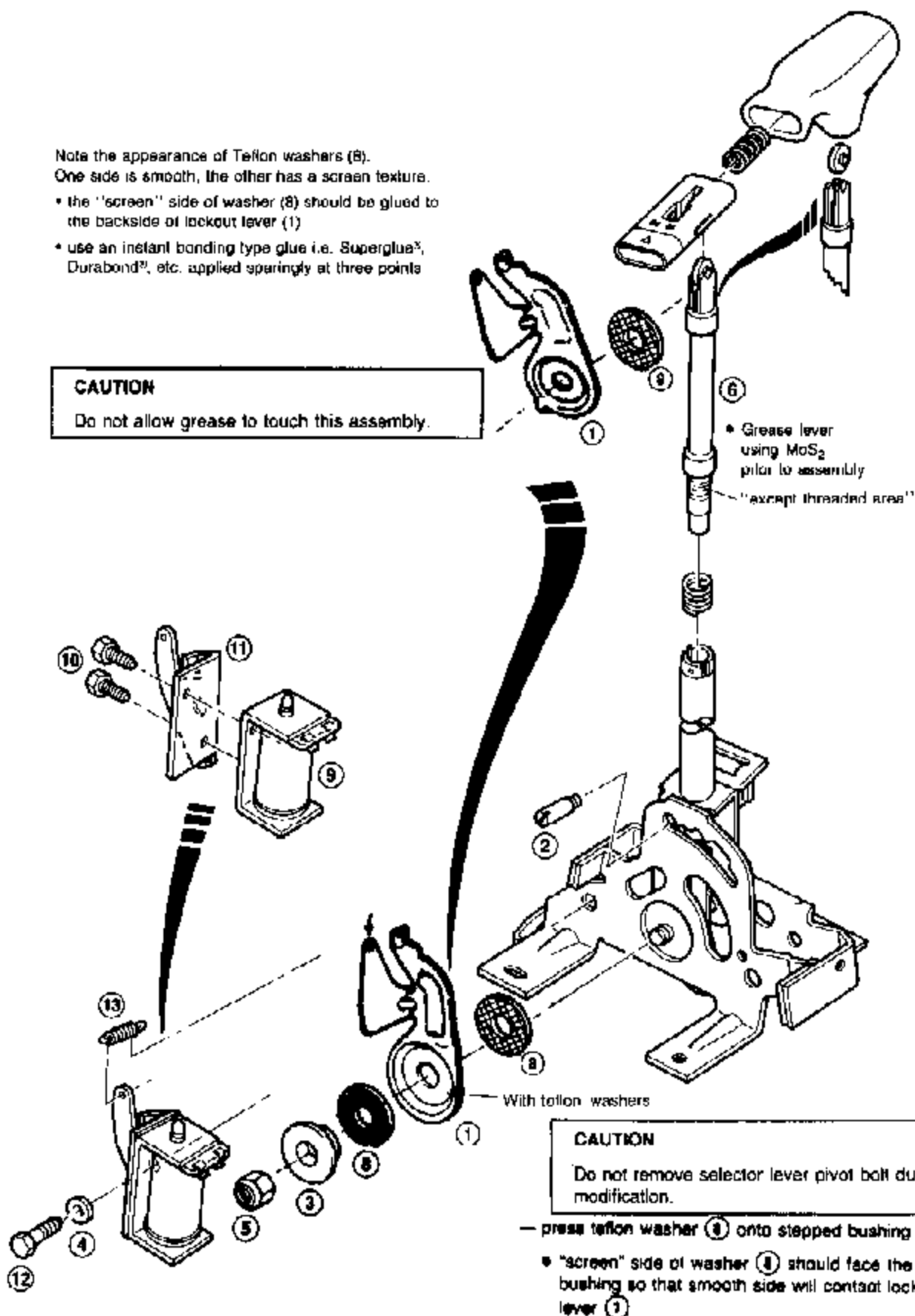
Complete kit, Part No. 431 798 999A

- | | |
|---|--|
| ① Lockout lever when teflon washers are applicable | ⑮ Wiring harness |
| ② Extended setscrew | ⑯ Wire connector (two) |
| ③ Step bushing (22 mm) | ⑰ Splice |
| ④ Step bushing (12 mm) | ⑱ Foam strips (three)
(not shown) |
| ⑤ Self-locking nut | ⑲ Warning label, English
(not shown) |
| ⑥ Gearshift lever (inner) | ⑳ Warning label,
English/French (not shown) |
| ⑦ Pivot bolt | |
| ⑧ Teflon washers (11.2 mm dia) | |
| ⑨ Lockout solenoid | |
| ⑩ Lockout solenoid screws (two)
or hex bolts (two) | |
| ⑪ Lockout solenoid bracket | |
| ⑫ Machine screw | |
| ⑬ Return spring | |
| ⑭ Diode relay | |

- Note the appearance of Teflon washers (8).
One side is smooth, the other has a screen texture.
- the "screen" side of washer (8) should be glued to the backside of lockout lever (1)
 - use an instant bonding type glue i.e. Superglue[®], Durabond[®], etc. applied sparingly at three points

CAUTION

Do not allow grease to touch this assembly.



CAUTION

Do not remove selector lever pivot bolt during modification.

- press teflon washer (8) onto stepped bushing (3)
- "screen" side of washer (8) should face the bushing so that smooth side will contact lockout lever (1)

Fig. 1 Installing electromechanical components

Electromechanical components, Installing

Work sequence

- Disconnect battery ground strip.
- Remove center console *w/radio intact*.
- Remove self-locking nut (5) from selector lever pivot.
- Remove level pivot - discard both pivot and nut.
- Install new pivot bolt (7) thru small diameter at gear selector level.
- Position nylon washer (8), one side is smooth, the other has a screen texture. The "screen" side of washer should be glued to backside of lockout lever (1) use an instant type glue i.e. superglue, durabond etc., etc. Apply sparingly at three points.
- Position other nylon washer (8) onto bushing (3) - "screen" side of washer (8) should face bushing - small diameter towards lever with smooth side of washer to contact lockout lever (1) slide both onto new pivot bolt (7).

NOTE: Do **NOT** use grease

- Attach self-locking nut (5) and torque to 7.0 Nm (5 ft. lb)
- Selector level and lockout lever must move freely.

Note

If a self-locking nut is not included in the kit then use the nut provided along with an application of locking compound D 000 600.

- torque non self-locking M6 nut: 7.0 Nm (5 ft lb)

- remove setscrew from selector lever and discard
- withdraw plastic gearshift lever from selector housing
- remove spring and roller from old lever and install on new lever (6) (see Fig. 1)
 - grease lever and spring assembly with MoS₂ grease "except threaded area"
- slip greased lever assembly (6) into selector housing
- install extended setscrew (2) using locking compound D 000 600 on screw threads:
 - torque: 0.5 Nm (4.5 in lb)

INSTALLATION OF LOCKOUT SOLENOID

- Install lockout solenoid bracket (11) with step washer (4) and bolt (12) to selector mechanism (Fig. 1 pg. 2)
Torque 5.6 Nm (4.1 ft lb).
- Connect black wire connectors E,F with lockout solenoid (9) (Fig. 1 pg. 4)
- Install return spring (13) between lockout lever and solenoid bracket.
- Fasten lockout solenoid (9) to solenoid bracket (11) w/bolts (10).
- Adjust alignment according to Fig. A by correctly positioning the solenoid.
- Torque 2.8 Nm (25 in lb)

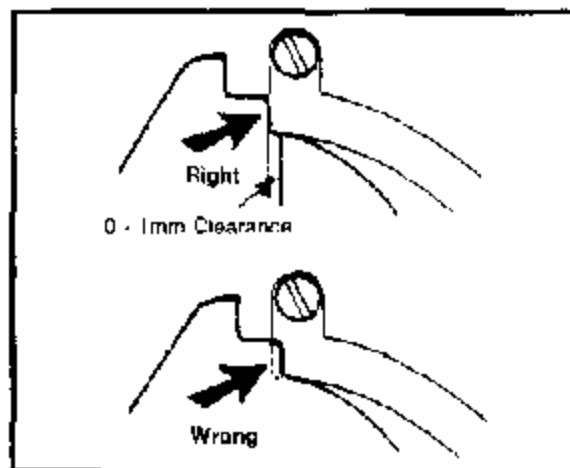


Fig. A Lockout lever alignment

Note

When disengaged, the lockout lever must not hinder movement of the selector setscrew. Reposition solenoid if necessary (see Fig. A)

CAUTION

Ensure that there is no obstruction to shifter movement or smoothness, after installing lockout bracket ①.

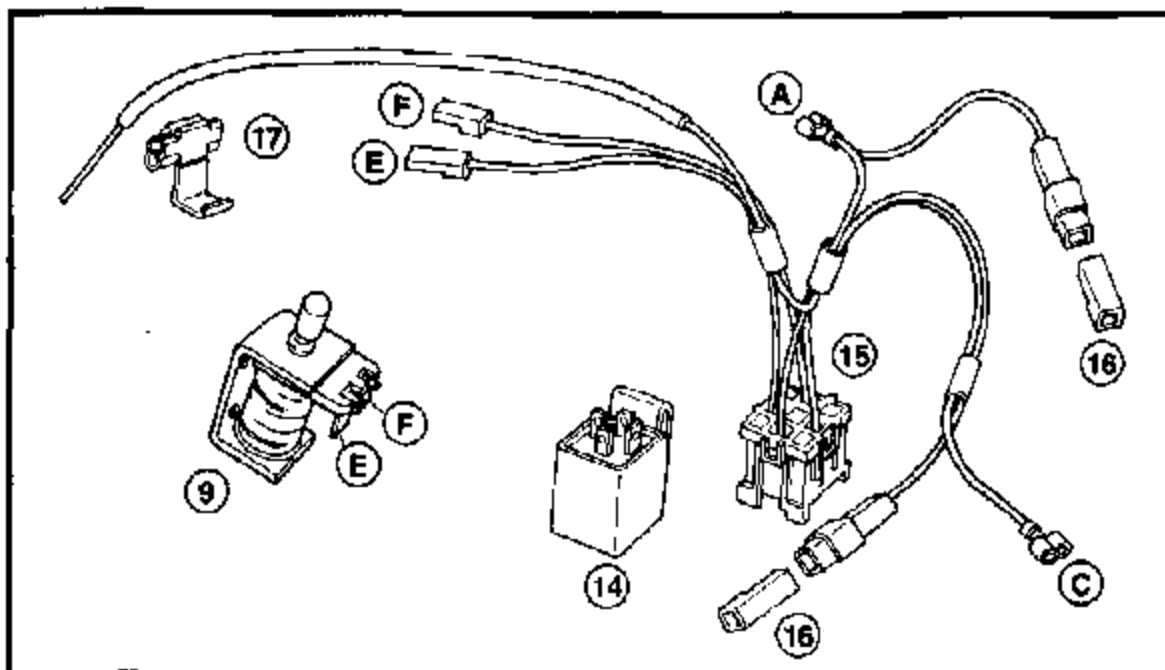


Fig. 1 Electrical components

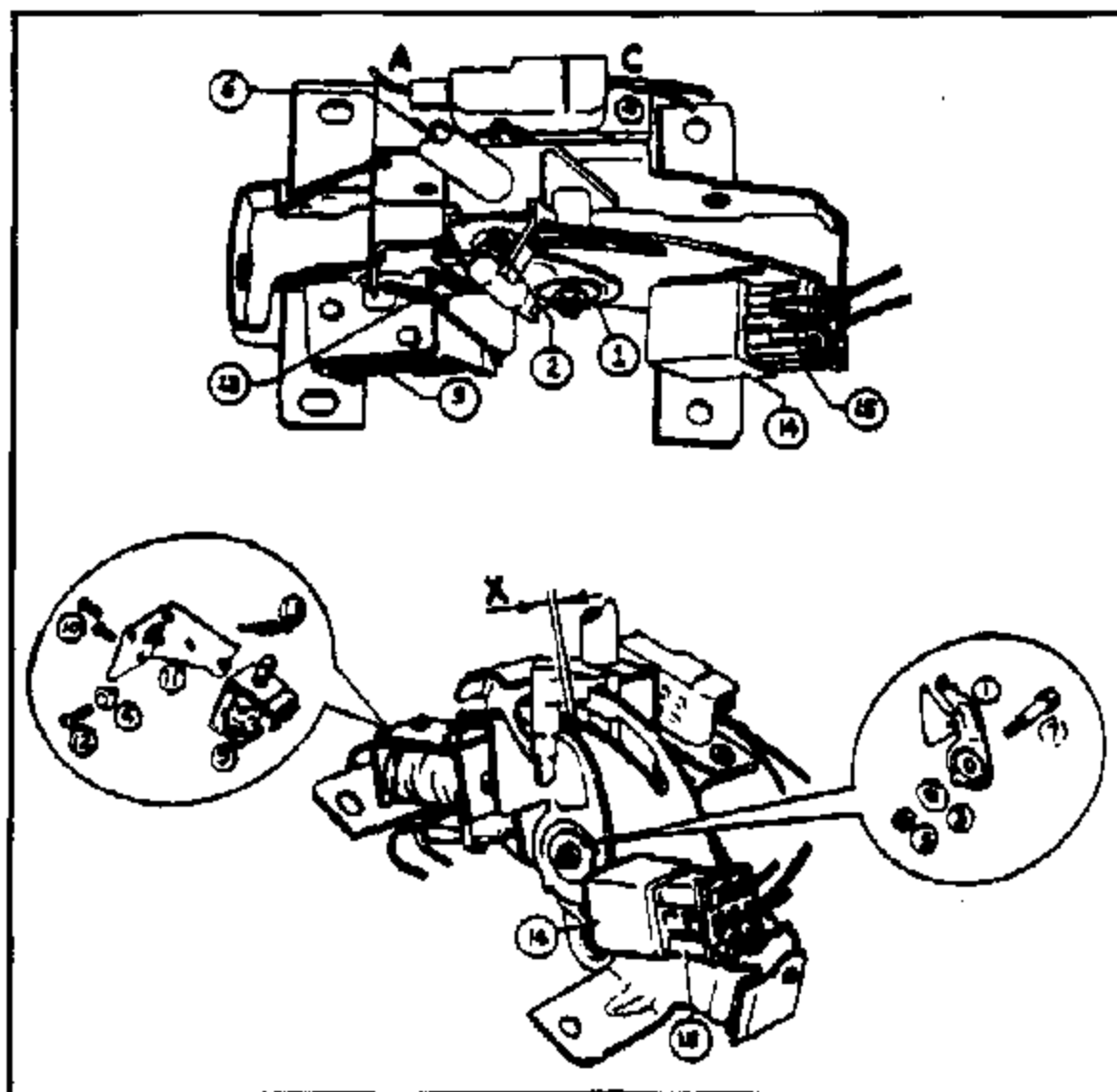


Fig. 2 Electrical components, installed

Installation of kit wiring harness

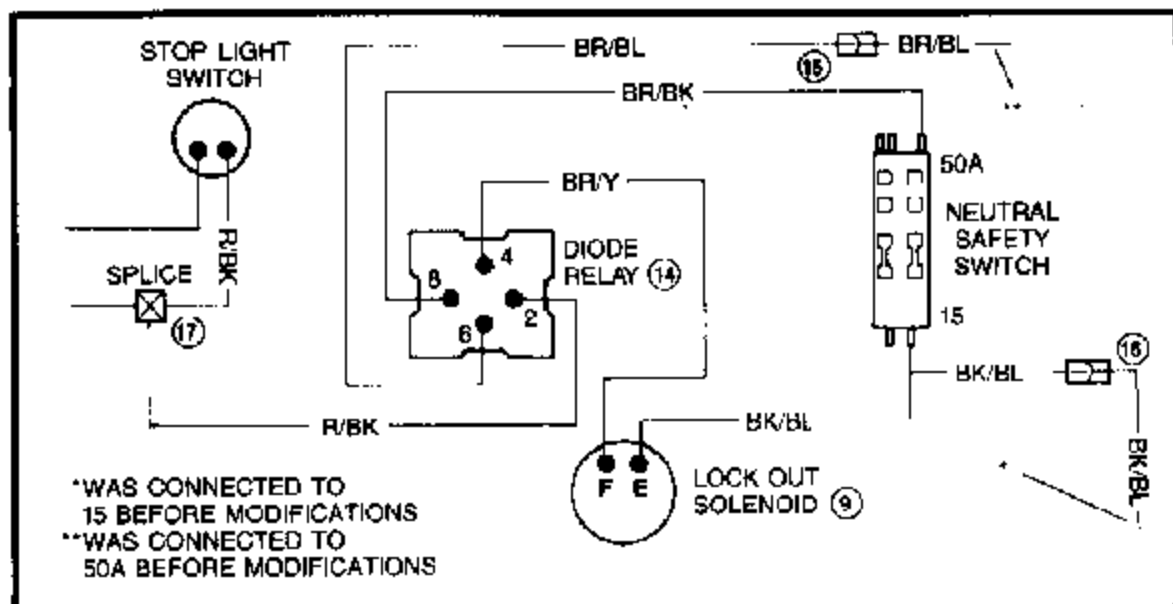


Fig. 3 Electrical connections

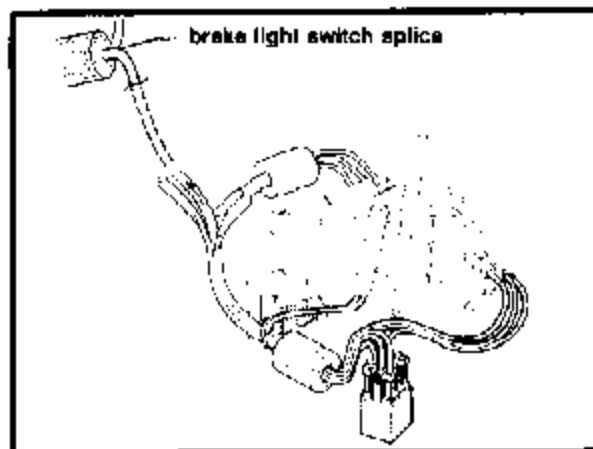
Work sequence

INSTALLATION OF NEW HARNESS

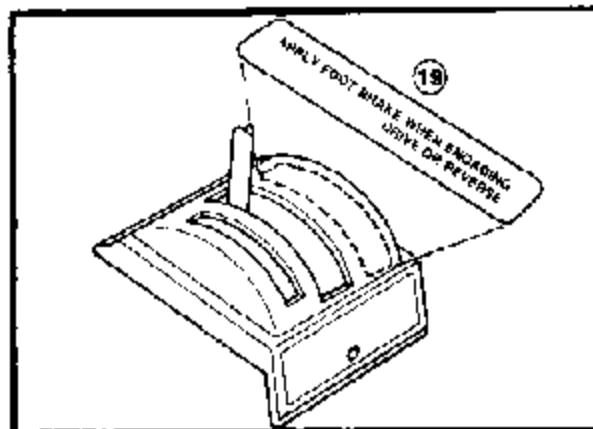
- Connect relay (14) to harness (15) and position to selector mechanism (Fig 2, pg 4).
- Route R/BK wire from New harness under carpet along fresh air channel toward front wheel housing.
- Connect wire with R/BK wire close to existing wire connector using a scotch lock
- Remove BK/BL wire from neutral safety switch, insert into black single wire connector housing of kit harness.
- Connect BK/BL wires of New harness to neutral safety switch
- Connect both BK/BL connector halves together.
- Remove BR/BL wire from neutral safety switch, insert into white single wire connector.
- Connect BR/BK wire of New harness to neutral safety switch.
- Connect both BR/BL connector halves together.
- Connectors (16) and (17) to be covered with foam strip to safeguard against rattling noises.
- Functional check

Operation, checking

- With shifter in Park park position, turn ignition ON
 - solenoid must raise lockout bracket (1) to engage setscrew on selector lever
- to unlock selector lever: depress footbrake pedal



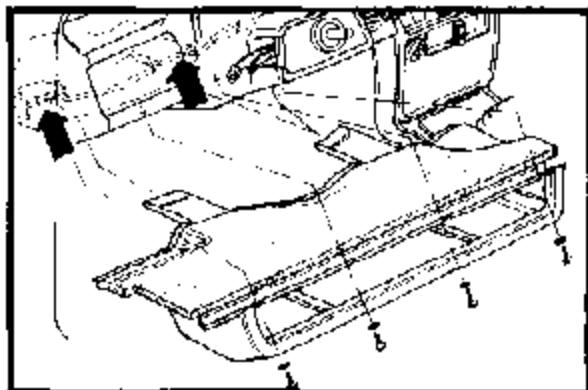
- check position of wiring to assure no interference with movement of selector lever
- reassemble console in reverse order of removal and recheck lockout operation



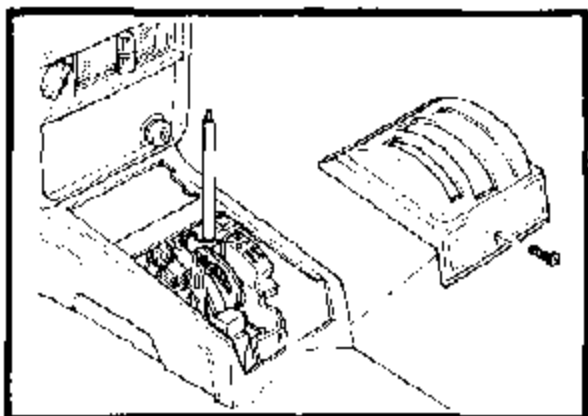
- apply warning label (19) to transmission cover

5000S Center console, removing/installing

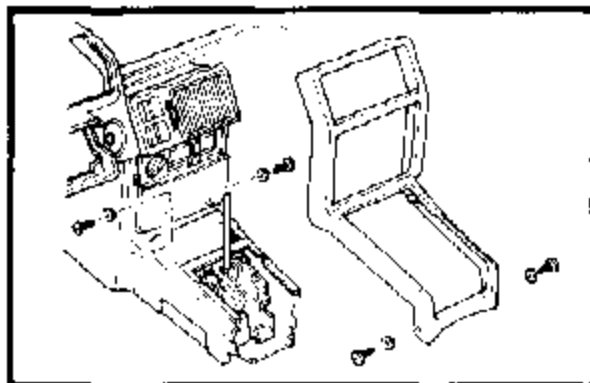
Work sequence



- remove Phillips screws
- lower shelf at driver's side and detach from guides (arrows)



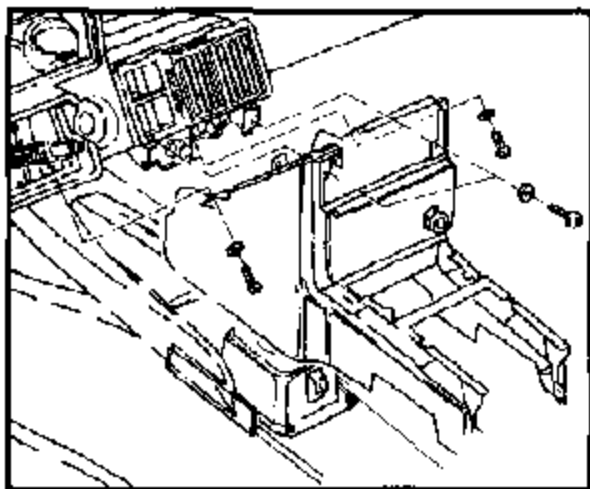
- remove shift lever handle
- remove Phillips screw
- pull cover (with brushes) to rear while pulling upward and lift out
- remove ashtray



- remove Phillips screws
- detach console trim

Note

Top of console trim hooks on lip above center vents

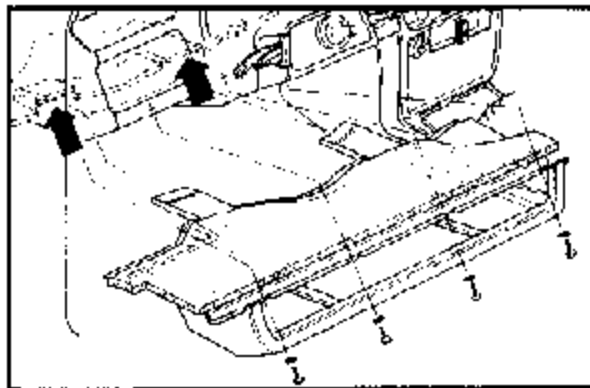


- remove Phillips screws
- swing console to passenger side footwell without disconnecting wiring

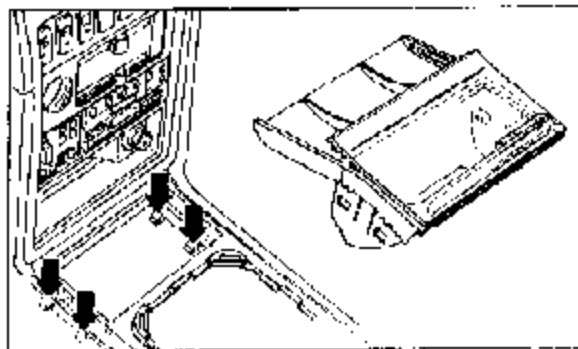
5000 CS Turbo Center console, removing/installing

Work sequence

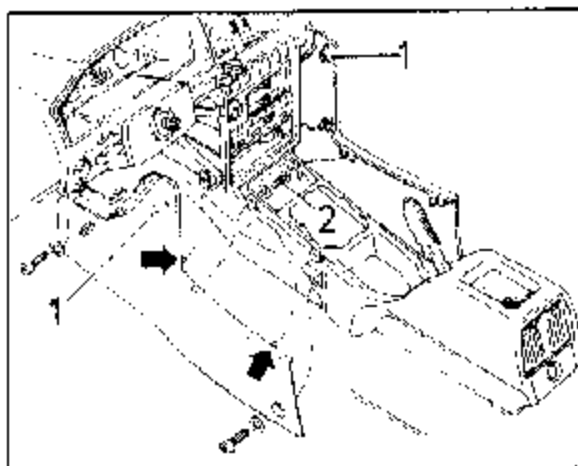
Removing



- remove Phillips screws
- lower shelf at drivers side and detach from guides (arrows)
- remove glove box door



- remove shift lever handle
- remove cover (with brushes)
- remove ash tray



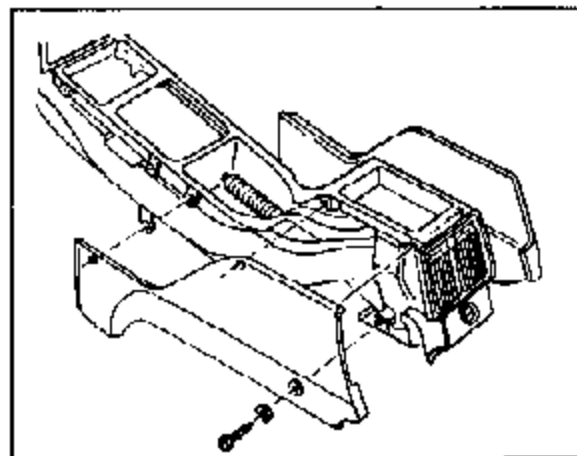
- remove Phillips screws
- pull side covers from clips (arrows)

Note

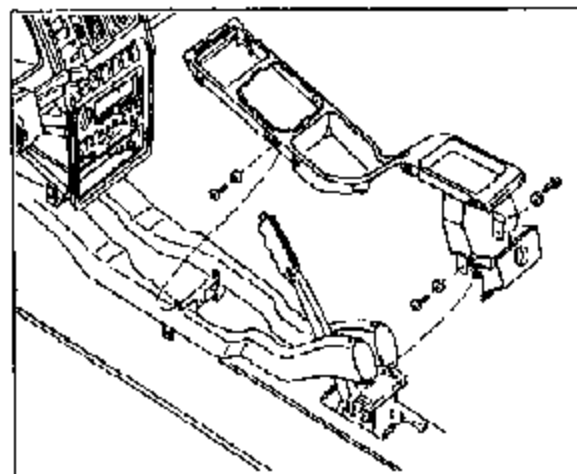
Be careful not to break retaining tab (1)

CAUTION

All screws are not the same length. Do not interchange.



- remove Phillips screws and pull side covers from clips (arrows)



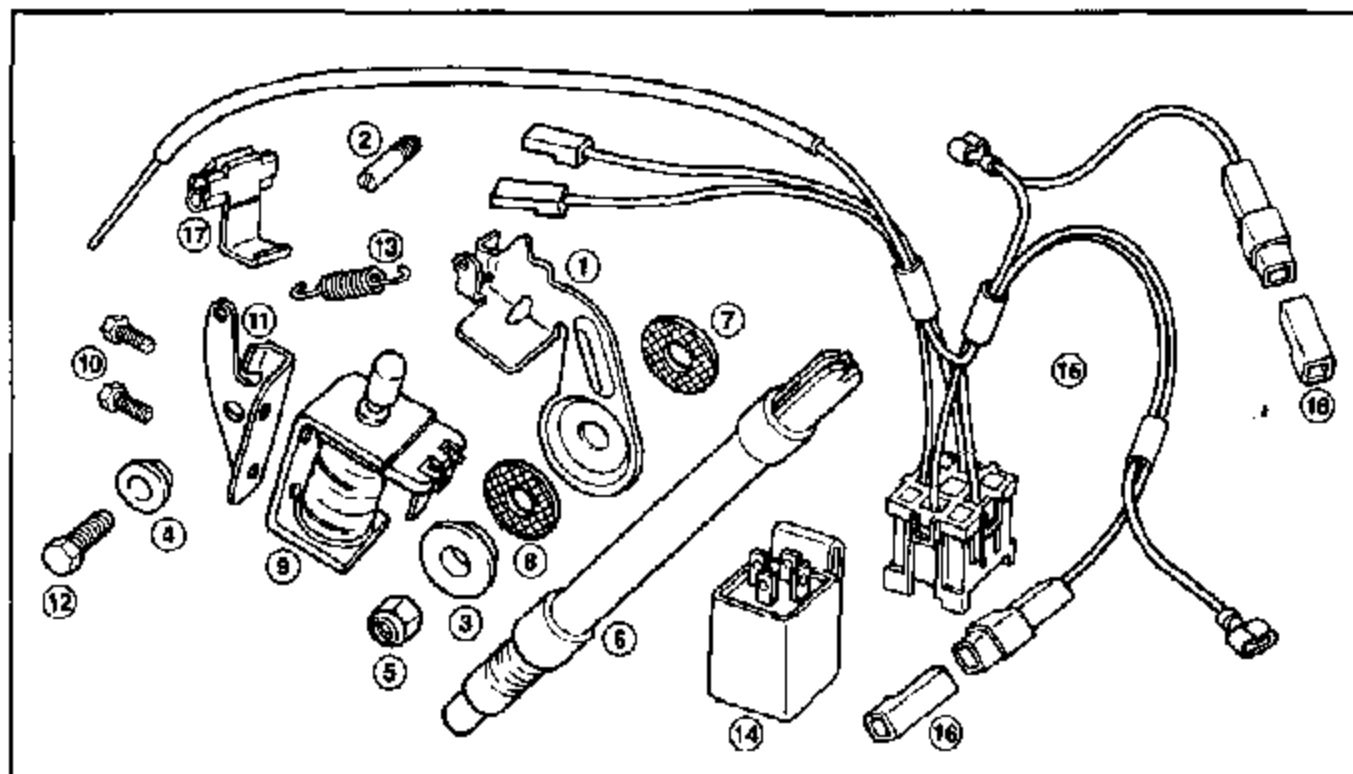
- remove Phillips screws
- disconnect wiring
- remove cover towards rear

Installing

- install in reverse sequence of removal

Shift Lock Installation — 1984-1986 Audi 5000 Models

Installation procedure



Automatic shift lock kit, components

Complete kit, Part No 443 998 999:

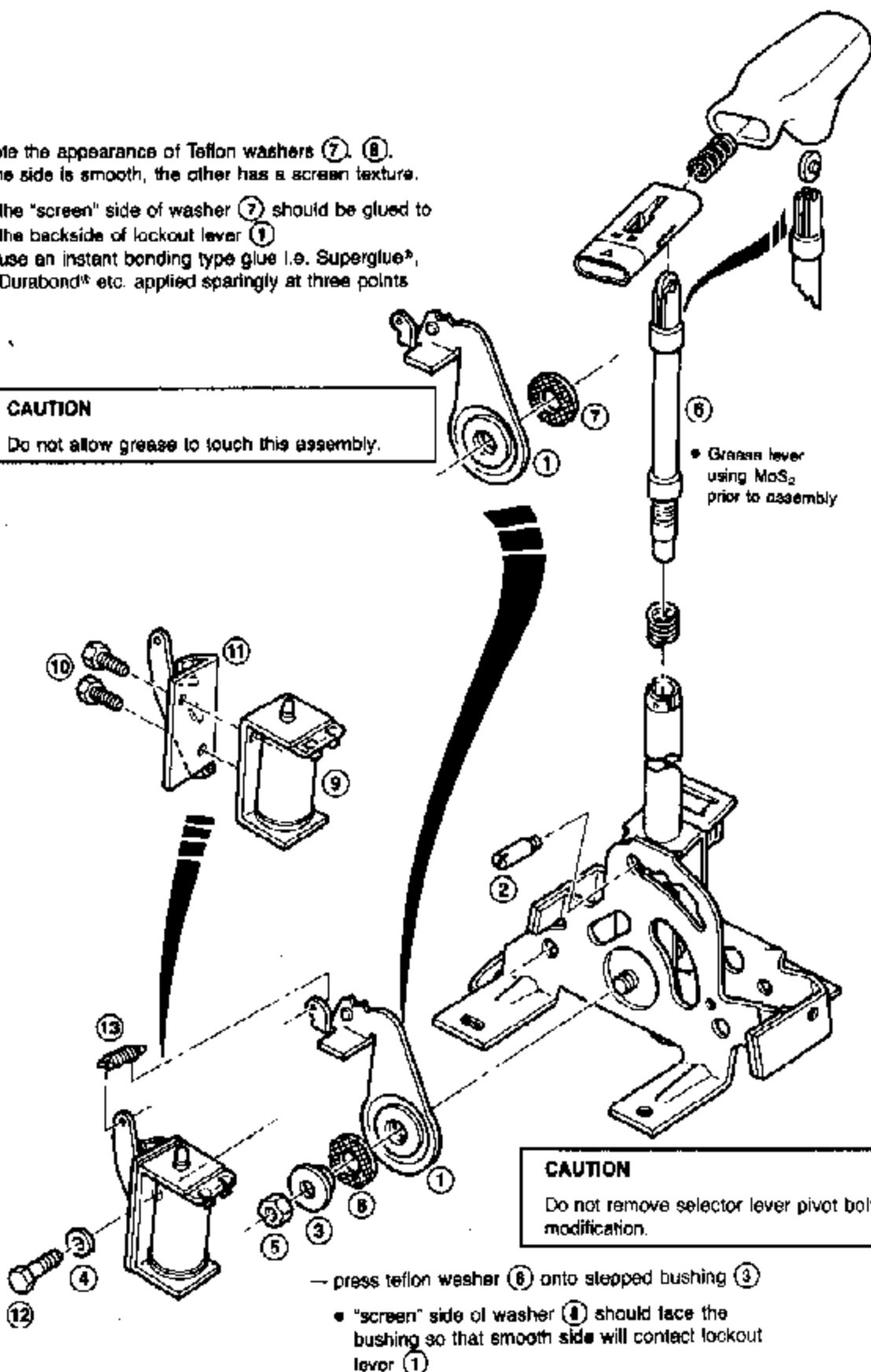
① Lockout lever	443 713 358	⑮ Wiring harness	} 443 971 661G
② Extended setscrew	443 713 133A	⑯ Wire connector (two)	
③ Step bushing (22 mm)	443 713 963	⑰ Splice	
④ Stop bushing (12 mm)	443 713 363A	⑱ Foam strips (three) (not shown)	443 260 423C
⑤ Self-locking nut	N 011 006.23	⑲ Warning label, English (not shown)	443 863 363
⑥ Gearshift lever (inner)	321 713 121A	⑳ Warning label, English/French (not shown)	443 863 363A
⑦ Teflon washer (11.2 mm dia)	443 713 367		
⑧ Teflon washer (11.2 mm dia)	443 713 367		
⑨ Lockout solenoid	443 927 363		
⑩ Lockout solenoid screws (two) or hex bolts (two)	N 014 121.10 N 010 263.2		
⑪ Lockout solenoid bracket	443 713 355		
⑫ Machine screw	N 010 207.10		
⑬ Return spring	443 713 369		
⑭ Diode relay	443 927 351		

Note the appearance of Teflon washers ⑦, ⑧.
One side is smooth, the other has a screen texture.

- the "screen" side of washer ⑦ should be glued to the backside of lockout lever ①
- use an instant bonding type glue i.e. Superglue[®], Durabond[®] etc. applied sparingly at three points

CAUTION

Do not allow grease to touch this assembly.



- Grease lever using MoS₂ prior to assembly

CAUTION

Do not remove selector lever pivot bolt during modification.

— press teflon washer ⑧ onto stepped bushing ③

- "screen" side of washer ⑧ should face the bushing so that smooth side will contact lockout lever ①

Fig. 1 Installing electromechanical components

Electromechanical components, installing

Work sequence

- remove center console (5000S, see page 6)
(5000CS Turbo, see page 7)
- remove self-locking nut from selector lever pivot bolt and discard

Note

Do not remove selector lever pivot ball

CAUTION

Inspect the edges of the Teflon washers (7), (8) for burrs. If encountered, remove by gently peening on a flat surface.

- glue Teflon washer (7) to backside of lockout lever (1) (see Fig. 1) and slide onto pivot bolt
- fit Teflon washer (8) onto step washer (3) and slide onto pivot bolt (see Fig. 1)
- attach self-locking nut (5) and tighten
 - torque: 7.0 Nm (5 ft lb)

Note

If a self-locking nut is not included in the kit then use the nut provided along with an application of locking compound D 000 600.

- torque non self-locking M6 nut: 7.0 Nm (5 ft lb)

- remove setscrew from selector lever and discard
- withdraw plastic gearshift lever from selector housing
- remove spring and roller from old lever and install on new lever (8) (see Fig. 1)
 - grease lever and spring assembly with MoS₂ grease
- slip greased lever assembly (8) into selector housing
- install extended setscrew (2) using locking compound D 000 600 on screw threads
 - torque: 0.5 Nm (4.5 in lb)

- assemble lockout solenoid (9) in solenoid bracket (11) using two screws or bolts (10)
 - torque: 2.8 Nm (25 in lb)
- position lockout solenoid assembly onto front tang of shifter bracket (see Fig. 1)
- insert machine screw (12) through step washer (4) and fasten lockout solenoid assembly to shifter bracket. Adjust alignment (see Fig. A) before tightening
 - smaller diameter of step washer faces solenoid bracket
 - torque: 5.6 Nm (4.1 ft lb)

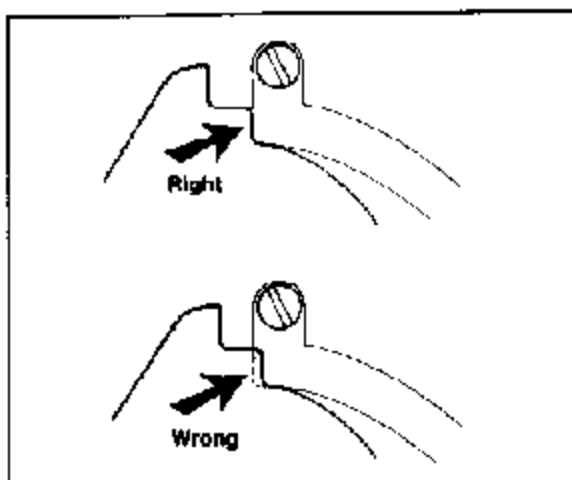


Fig. A Lockout lever alignment

Note

The final position of the lockout lever is determined by the position of the lockout solenoid assembly.

The setscrew in the gearshift lever must align with the lockout lever step when solenoid is engaged. When disengaged, the lockout lever must not hinder movement of the selector setscrew. Adjust lockout solenoid assembly if necessary. (see Fig. A)

CAUTION

Ensure that there is no obstruction to shifter movement or smoothness, after installing lockout bracket (1).

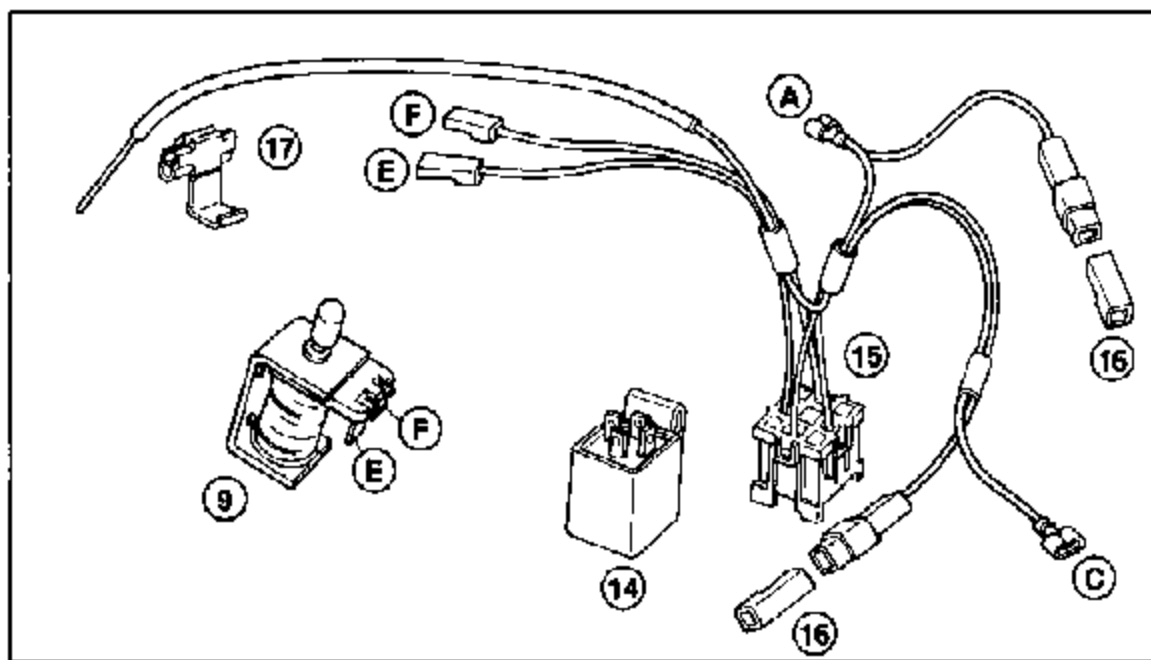


Fig. 1 Electrical components

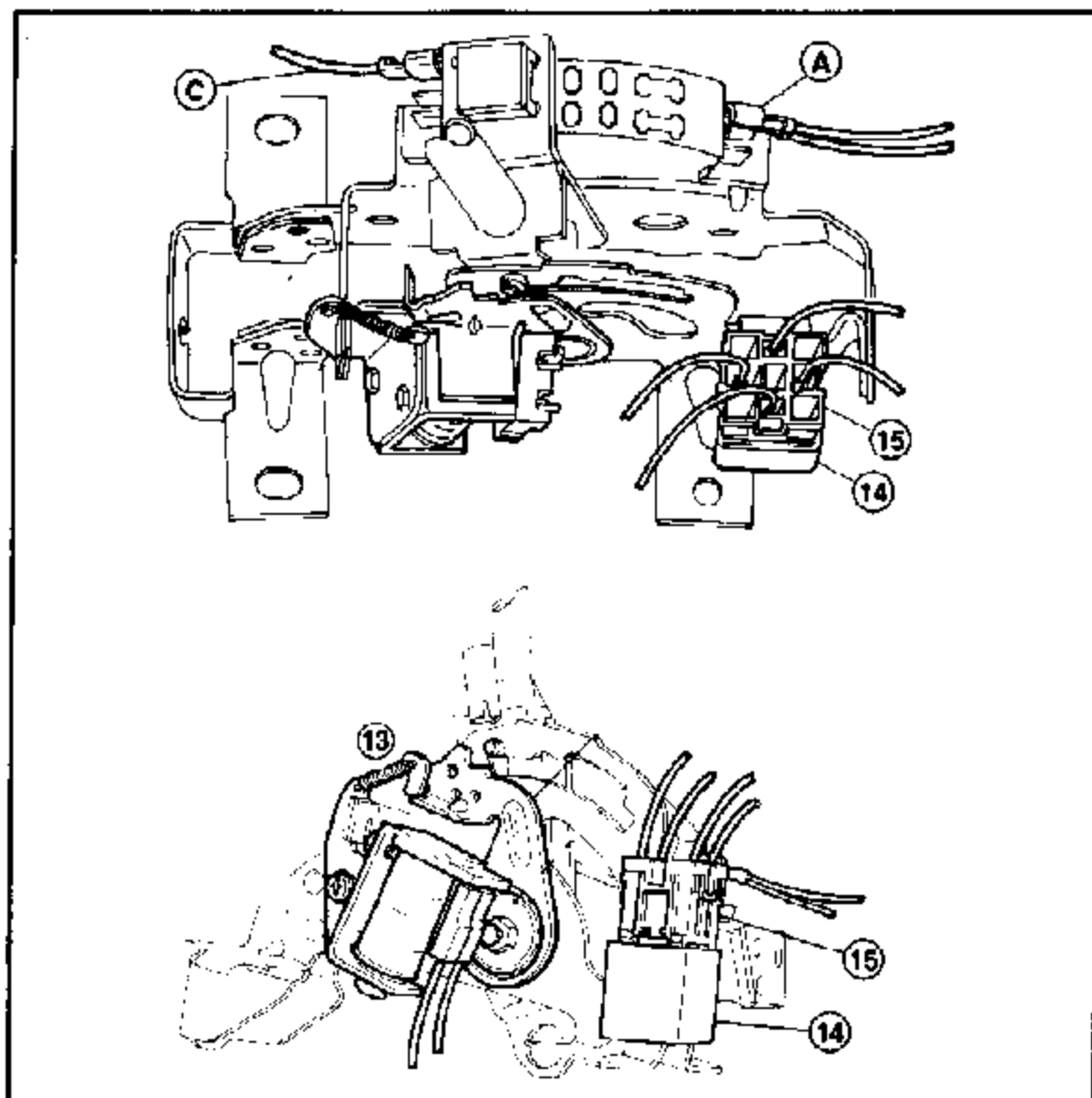


Fig. 2 Electrical components, installed

Installation of kit wiring harness

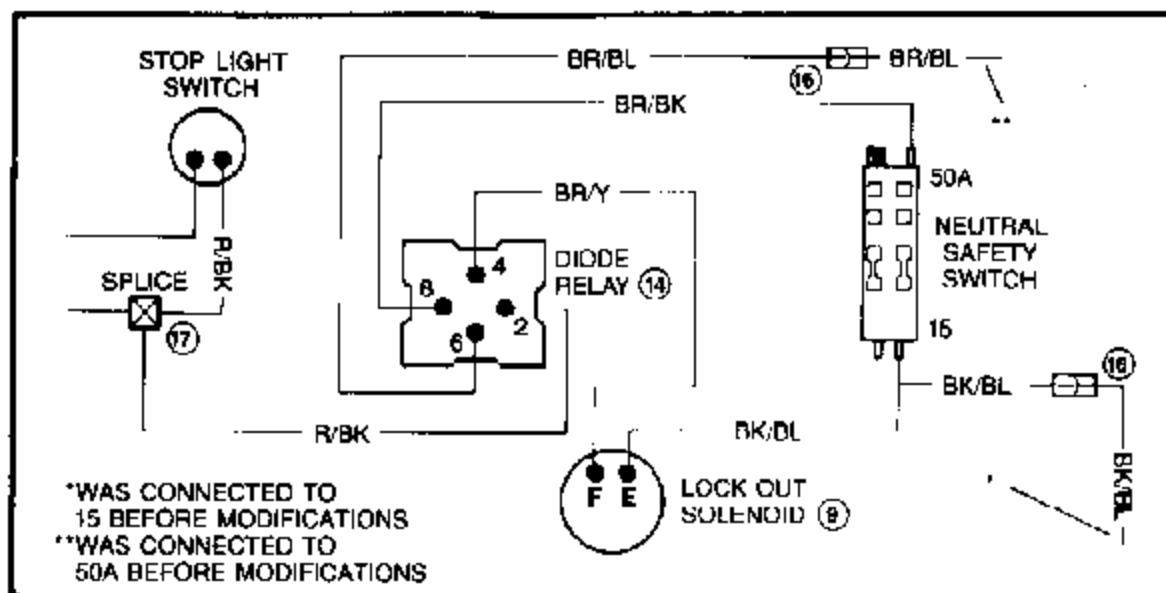


Fig. 3 Electrical connections

Work sequence

- push relay (14) (w/attached harness (15)) onto selector lever bracket (see Fig. 2 on page 4)
- route R/BK wire through console and over drivers footwell to brake light switch: splice (17) to either R/BK wire on switch

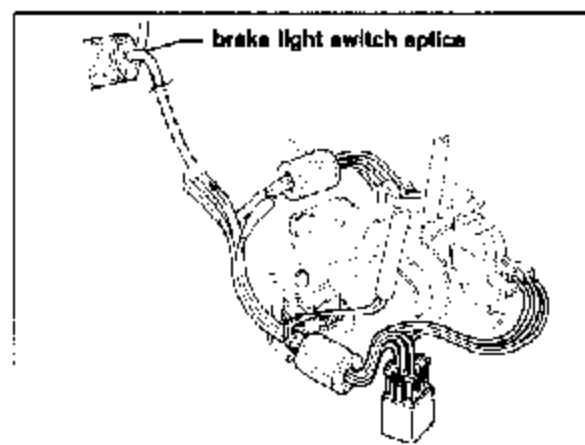
CAUTION

Do not confuse the vacuum vent valve with the brake light switch. The wiring colors are different and the brake light switch does NOT have a vacuum connection.

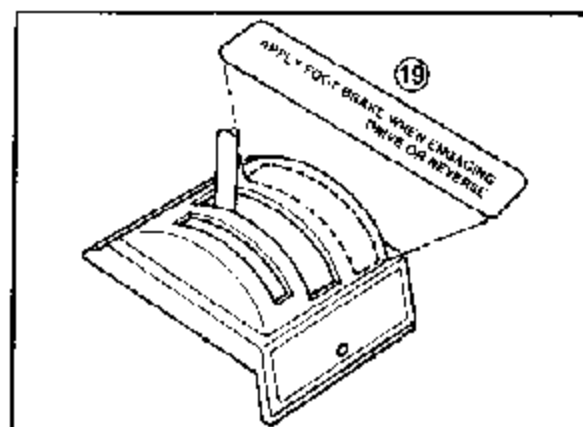
- remove BK/BL wire and terminal from cavity 15 of neutral safety switch connector. insert into single wire connector (16) of kit harness
- connect BK/BL wires (terminal A) to cavity 15
- connect both BK/BL connector halves together
- remove BR/BL wire and terminal from cavity 50A of neutral safety switch connector insert into single wire connector (16) of kit harness
- connect BR/BK wire (terminal C) to cavity 50A
- connect both BR/BL connector halves together
- connect lockout solenoid (8) connectors (E), (F) (either terminal OK)
- install return spring (13) between lockout lever and solenoid bracket (see Fig. 2, page 4)

Operation, checking

- with shifter in Park position, turn ignition ON
 - solenoid must raise lockout bracket (1) to engage setscrew on selector lever
- to unlock selector lever: depress footbrake pedal



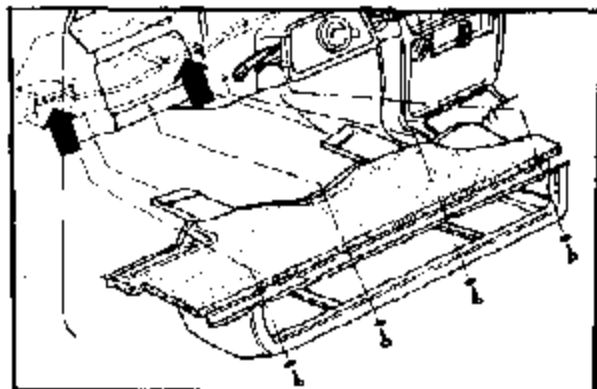
- position wires using three foam strips and fasten wires down to prevent rattling
- check position of wiring to assure no interference with movement of selector lever
- reassemble console in reverse order of removal and recheck lockout operation



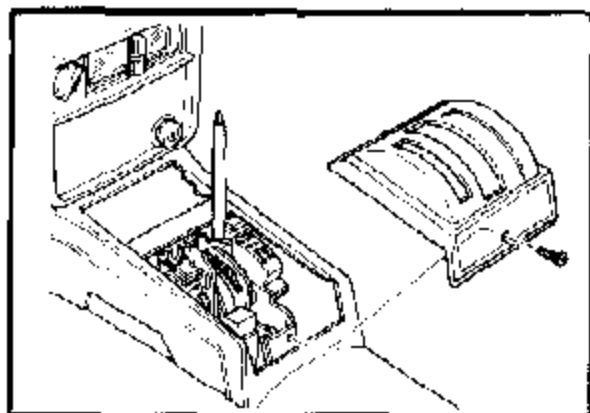
- apply warning label (19) to transmission cover

5000S Center console, removing/installing

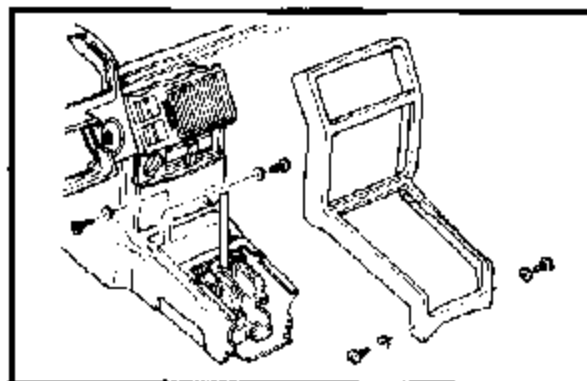
Work sequence



- remove Phillips screws
- lower shelf at driver's side and detach from guides (arrows)



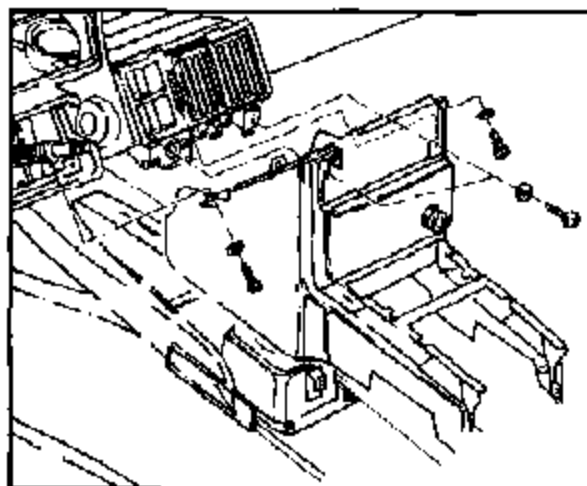
- remove shift lever handle
- remove Phillips screw
- pull cover (with brushes) to rear while pulling upward and lift out
- remove ashtray



- remove Phillips screws
- detach console trim

Note

Top of console trim hooks on lip above center vents

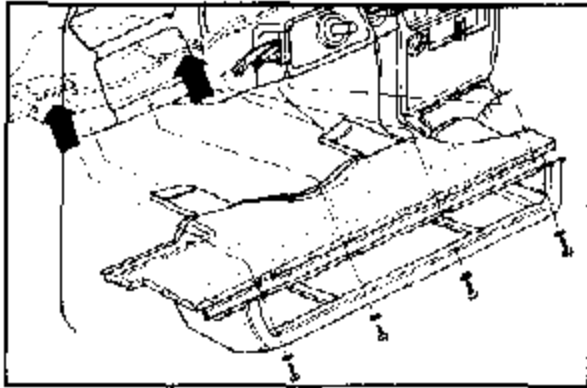


- remove Phillips screws
- swing console to passenger side footwell without disconnecting wiring

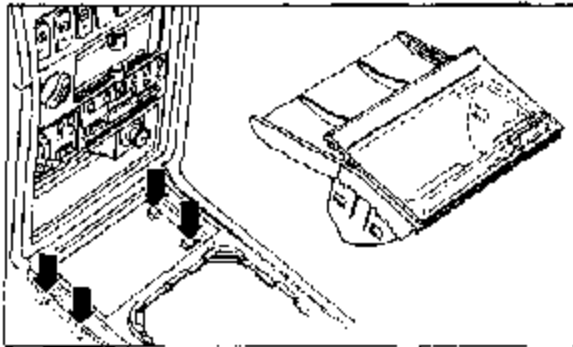
5000 CS Turbo Center console, removing/installing

Work sequence

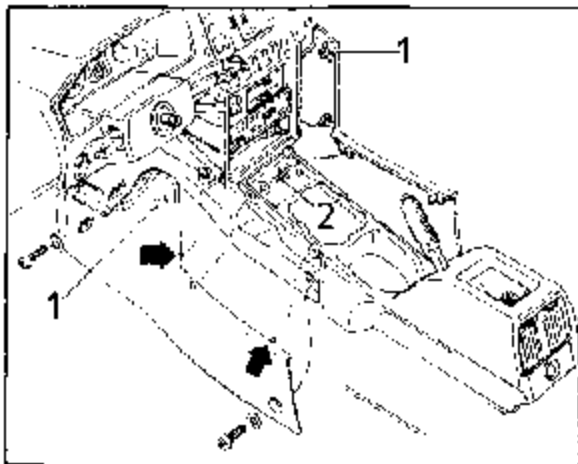
Removing



- remove Phillips screws
- lower shelf at driver's side and detach from guides (arrows)
- remove glove box door



- remove shift lever handle
- remove cover (with brushes)
- remove ash tray



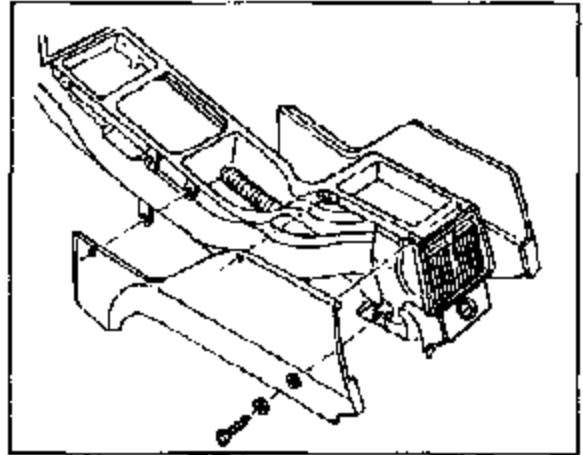
- remove Phillips screws
- pull side covers from clips (arrows)

Note

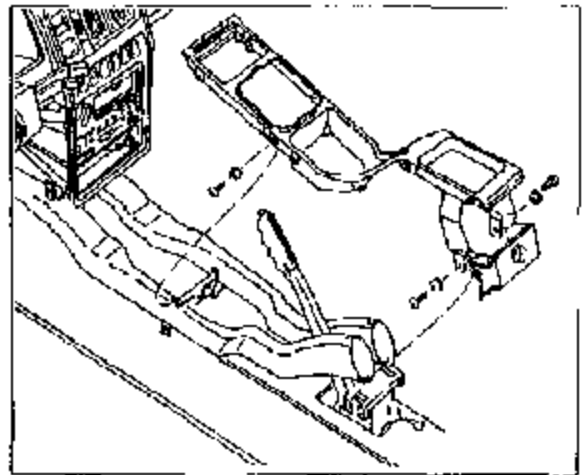
Be careful not to break retaining tab (1)

CAUTION

All screws are not the same length. Do not interchange.



- remove Phillips screws and pull side covers from clips (arrows)



- remove Phillips screws
- disconnect wiring
- remove cover towards rear

Installing

- install in reverse sequence of removal

IDLE SYSTEM CHECKING PROCEDURE

- With shift lever in "Park" position and emergency brake engaged, start engine.
- Run engine until operating temperature is reached.
- Turn off engine.
- Connect VW 1367 tester.
- Disconnect green wire from terminal (1) of ignition coil.
- Remove cap from CO content pipe and connect hose from CO tester.
- Remove cap from T-connection on vent hose for activated charcoal filter.
- Disconnect and plug crankcase breather hose at valve cover.
- Start engine, check timing and adjust idle speed.
- Switch necessary wiring from VW 1367 to test connections for oxygen sensor duty cycle.
- Start engine, check idle and CO content at duty cycle.
- Switch ignition off.
- Remove air intake elbow, center punch and drill tamper proof plug. Remove plug and reinstall air intake elbow.
- Start engine, briefly raise engine speed above 2000 RPM and adjust duty cycle at idle.
- Check idle speed and CO content and adjust if necessary.
- Switch ignition off.
- Install new tamper proof plug.
- Disconnect VW 1367 tester.
- Unplug and reconnect crankcase breather hose at valve cover.
- Reinstall cap on T-connection on vent hose for activated charcoal filter.
- Disconnect hose for CO tester and reinstall cap on CO content pipe.
- Reinstall green wire to terminal (1) of ignition coil.

IDLE SYSTEM CHECK

AUDI 5000 AUTOMATIC

TYPE 43

MODEL YEAR	APPLICABLE CODE	IDLE RPM	CO	TIMING	REMARKS
1978	FED & CAL	925 ± 75	0.5 ± 0.4	3° ATDC	Headlights on high beam CO lower limit smooth idle
1979	(FED) (CAL)	925 ± 75 900 ± 100	0.5 ± 0.4 0.7 ± 0.5	3° ATDC 6° BTDC	Headlights on high beam Headlights on high beam
1980	(FED) (CAL)	925 ± 75 900 ± 100	0.5 ± 0.4 0.8 ± 0.4	3° ATDC 3° ATDC	Headlights on high beam OXS - OFF
1980	FED & CAL (Turbo)	940 ± 60	0.4 ± 1.2	21° BTDC at 3000 rpm	Vacuum hoses discon- nected (For IGN Check) OXS - Off ISS Disconnected & Plugs Coupled
1981	(FED) (CAL) FED & CAL (Turbo)	925 ± 75 940 ± 60 940 ± 60	0.8 ± 0.4 0.8 ± 0.4 0.8 ± 0.4	3° ATDC 3° ATDC 21° BTDC at 3000 rpm	CXS - ON CXS - ON CXS - ON (For IGN check) Vacuum hoses discon. ISS Disconnected & Plugs Coupled
1982/83	FED CAL FED & CAL (Turbo)	925 ± 75 850 ± 60	0.75 ± 0.45 0.8 ± 0.4	3° ATDC 21° BTDC at 3000 rpm ± 1' ± 100 RPM	CXS - ON Vacuum hoses discon. Adj. 50%±6% ON-OFF RATIO OXS - ON

IDLE SYSTEM CHECK

AUDI 5000 AUTOMATIC

TYPE 44

MODEL YEAR	APPLICABLE CODE	IDLE RPM	CO	TIMING	REMARKS
1984	FED & CAL	800 ± 70	0.75 ± 0.45	6° BTDC	OXS - ON
	FED & CAL (Turbo)	800 ± 70	0.75 ± 0.45	MON - ADJ.	OXS - ON
1985	FED & CAL	800 ± 70	0.75 ± 0.45	6° BTDC	OXS - ON
	FED & CAL (Turbo)	800 ± 70	0.75 ± 0.45	MON - ADJ.	OXS - ON
1986	FED & CAL	800 ± 70	0.75 ± 0.45	6° BTDC	OXS - ON
	FED & CAL (Turbo)	720 ± 70	0.75 ± 0.45	MON - ADJ.	OXS - ON

IMPORTANT

All specifications are in accordance with the following criteria:

- Oil Operating Temperatures 80°C (176°F)
- Crankcase Breakeer Hose Disconnected
- Electrical Consumer Off except where indicated
- Air conditioning Off
- Vacuum Hoses Connected except where indicated
- Timing Tolerance Checking ±2°, adjustment ±1°
- Timing At idle rpm except where indicated

ACCOUNTING PROCEDURE/CAMPAIGN COMPLETION REPORT - RECALL **GD**

- | | | |
|---|--------------------|-------------|
| 1. Repair Order Number | Numeric | (5 Digits) |
| 2. VIN | Numeric/Alpha | (17 Digits) |
| 3. Repair Date | Month / Day / Year | (6 Digits) |
| 4. Miles | Numeric | (5 Digits) |
| 5. Campaign Code | GD | |
| 6. Disposition Code (Enter applicable code) | | (1 Digit) |

- | | |
|--|---|
| VEHICLE CHECKED AND/OR REPAIRED | 1 |
| Customer refused to comply | 2 |
| Total loss | 3 |
| Vehicle stolen | 4 |
| Vehicle left Continental U.S. | 5 |
| Customer moved - address unknown | 6 |
| Vehicle sold - new owner unknown | 7 |
| a. Completion Code | 0 |
| (IN CONJUNCTION WITH DISPOSITION CODES 2-7 ONLY) | |

7. Reimbursement Code (Enter applicable code)
(IN CONJUNCTION WITH DISPOSITION CODE 1 ONLY)

REPAIR PERFORMED	TIME UNITS	CODE
Install ASL; check idle control system	145	2

The reimbursement of the required parts is included in the applicable reimbursement code.