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DEFECTS INVESTIGATION
RECALL MGMT DIV.

07E-053
(3 pages)

Caterpillar Inc.
100 NE Adams Street
Peoria, Illinois 61629-7150

July 23, 2007
CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Dan Smith
Associate Administrator
Office of Defects Investigation Enforcement
National Highway Traffic Safety Administration
400 Seventh St. S.W.
Washington, D.C. 20590

Dear Mr. Smith,

In accordance with the requirements of the National Traffic and Motor Vehicle Safety Act and the procedure prescribed in 49 CFR 573, attached is our notification of a safety defect that may exist with Fuel Pumps used on Caterpillar C7 and C9 Diesel Engines.

Please contact me if there are additional requirements regarding this notification.

Very truly yours,



Thomas S. Lane
Engine Product Safety & Compliance Manager
Regulations & Product Compliance

Phone (309) 675-6496
Fax (309) 636-2911

Attached: OEM Contact List

TSLane
Rev00 - 7/23/2007

1) MANUFACTURER

Caterpillar Inc.
100 N.E. Adams St.
Peoria, IL. 61629-7150

2) COMPONENT IDENTIFICATION

Model No.: C7 and C9 Diesel Engines produced by Caterpillar Inc.
Serial No. Prefixes: C7S & C9S
Manufacturing Ship Dates: April 25, 2007 to July 2, 2007
Component Description: ECM (Electronic Control Module) used on 6 cylinder, 7L and 9L turbocharged and air-to-air aftercooled diesel engines of 190 - 425 Horsepower.

3) NUMBER OF ENGINES POTENTIALLY CONTAINING DEFECT

1,078 engines.

4) ESTIMATED PERCENTAGE OF ENGINES CONTAINING POTENTIAL DEFECT

30% of the engine population identified in 3.

5) DEFECT DESCRIPTION

A fuel pump failure will dilute the engine oil with fuel and may cause the turbocharger to fail and cause loss of throttle control with warning. The warning may be experienced by erratic performance and excessive smoke.

6) PRINCIPAL EVENTS THAT WERE THE BASIS FOR MAKING RECALL DETERMINATION

a) On May 29, 2007 Caterpillar became aware of a fuel pump manufacturing defect where a burr in the fuel pump can propagate a crack, dilute the engine oil and cause this failure mode.
b) Caterpillar's investigation identified that this failure mode had been observed during development and it may cause loss of throttle control and excessive smoke, both of which may result in a situation where a vehicle crash could occur.
c) To date, no production engine field failures have been attributed to this failure mode.
d) On July 17, 2007 Caterpillar decided to declare a Safety Defect and remedy the engines with a Safety Recall.

7) PROGRAM TO REMEDY DEFECT

a) To remedy the defect, Caterpillar will issue the Safety Recall using a Safety Product Improvement Program (the Caterpillar process used) to replace the Fuel Pump, with customer notification from Caterpillar.
b) The impacted OEMs, as shown on the attached OEM Contact List, will be sent this Defect Report. The volume breakdowns have not yet been determined and will be determined at a later date. Quarterly reporting will be done by Caterpillar noting completion rates by OEM.

C7 & C9 Fuel Pump Recall OEM Contact List

Number of Engines Supplied

Mr. Rod Curbo
Product Safety Manager
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3200 Airport Road, P.O. Box 550
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Compliance Manager
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