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September 12, 2008

Mr. Dan Smith
Associate Administrator
Office of Defects Investigation Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590

08V-472
(2 pages)

The following information is submitted in accordance with the requirements of 49 CFR Part 573.6 as it applies to a defect relating to motor vehicle safety. This is a follow-up to Caterpillar's August 20th submission (your file number 08E-054).

573.6(c)(1)
American LaFrance, LLC
1090 Newton Way
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573.6(c)(2)
Model No.: 2007 and 2008 Model Year C13 Diesel Engines produced by Caterpillar Inc.
Serial No. Prefixes: LEE
Manufacturing Ship Dates: September 12, 2006 to current.

573.6(c)(3)
American LaFrance has shipped one (1) vehicle affected by this safety recall at this time.

573.6(c)(4)
Percentage of vehicles expected to contain the suspect defect is 100%, over the lifetime of the engine.

573.6(c)(5)
The extension pipes attached to the Aftertreatment Regeneration Device (ARD) may develop a hole, and heat and flame may escape during a regeneration of the Diesel Particulate Filter, which may result in a fire hazard.

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

- a) On July 9, 2008 Caterpillar became aware of a field failure that occurred on June 18, 2008, which resulted in a damaged hose, resulting in coolant loss. No fire was experienced. The Caterpillar dealer subsequently identified a hole in the extension pipe.

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- b) Based on this failure and subsequent analysis, Caterpillar determined one additional failure of the same extension pipe. Two extension pipe part numbers are subject to this failure mode and are used in several chassis. Most of these sales are made by Caterpillar Dealers to OEM.

573.6(c)(7)

Not applicable

573.6(c)(8)

PROGRAM TO REMEDY DEFECT

- a) A validated Permanent Corrective Action (PCA) will not be available until late in the 4th quarter 2008. Until the PCA is available, Caterpillar will notify customers to replace their current pipe with the same pipe (Interim Corrective Action – ICA), which is projected to mitigate the defect until the PCA is available. The PCA will replace the ARD body and extension tube and install new software.
- b) To remedy the defect, Caterpillar will then issue the Safety Recall using two Safety Product Improvement Programs (the Caterpillar process used), one for the ICA and one for the PCA, with customer notification from Caterpillar.

In conversation with Caterpillar, they indicated that the current pipe should be replaced every 15,000 miles or 1,000 hours of engine operation whichever ever occurs first. As the truck we shipped is just going into service now, the permanent solution should be in place before the truck reaches the above mentioned time frame to replace their current pipe with the same pipe (Interim Corrective Action – ICA), which is projected to mitigate the defect until the PCA is available.

American LaFrance will continue to ship engines as required to meet production deadlines and will supply Caterpillar with owner information so that they will be added to the recall population.

Please contact the undersigned if you require more information.

Sincerely

AMERICAN LAFRANCE



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