



Via Certified Mail

10V-165
(3 Pages)

April 21, 2010

Associate Administrator of Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator:

Westport Fuel Systems Inc., submits the following report pursuant to Part 573 of the NHTSA regulations. The numbered paragraphs below correspond to those found in Part 573.6.

1. Westport Fuel Systems Inc.
2675 Temple Avenue
Signal Hill, CA
90755
USA

2. The part potentially containing the defect is the Liquid Natural Gas (LNG) fuel pump assembly (hereinafter "pump assembly") which is manufactured by Cryostar SAS, and identified as Westport part # 10010680, which is installed on certain Westport ISX G Class 8 vehicles. A vent hole associated with the pump pressure relief valve may have been covered by a welding process during the manufacture of the pump assembly. There are two configurations in which the pump assembly can be installed. If the pump assembly is installed as a replacement part for an older pump assembly it is connected with an earlier valve and plumbing arrangement that uses the vent hole to allow natural gas to flow back into the storage tank when a manual shut-off is closed. When the pump assembly is installed in new products, the current valve and plumbing arrangement does not utilize the vent hole. Pump assemblies are manufactured with the vent hole so that they can be used as replacement parts and in new products. The pump assemblies potentially containing the defect were manufactured from January 20, 2010 until present. The pump assemblies are unique to Westport ISX G Class 8 vehicles.

3. The total number of vehicles potentially containing the defect is 12.

4. There were three batches of pumps manufactured from January 20, 2010 until present. Based on our review, it has been determined that the pump assemblies potentially containing the defect were manufactured in the second batch. None of the pump assemblies manufactured in batch three were used as replacement parts. The manufacturer has quality inspection records for batch one, and has produced a Quality Certificate to confirm that all of the pump assemblies manufactured in batch one were made in accordance with the part drawings and has confirmed that the quality inspector was checking for the presence of the vent hole. In addition, two pump assemblies from batch one which remain in our inventory have been inspected and do not have their vent holes covered by the weld. All pump

assemblies are assigned a serial number. Our records indicate that 12 pump assemblies from batch two were used as replacement parts for older pump assemblies that utilize the vent hole. The other pump assemblies manufactured in batch two have been installed with the current plumbing arrangement that does not utilize the vent hole. A total of 35 pump assemblies were manufactured in batch two. Twelve pump assemblies from batch two represent approximately 34 percent of the total number of pump assemblies manufactured in this batch.

5. Westport has determined that a potential defect related to motor vehicle safety exists in certain Westport ISX G vehicles equipped with Liquefied Natural Gas where a vent hole associated with the LNG fuel pump pressure relief valve may have been covered by a welding process, during the manufacture of the pump. This can render the pressure relief valve ineffective, resulting in the possible build up of gas in the pump, but only if the manual shut-off valve is closed. This could result in a sudden leak of high pressure gas within the tank shroud and a slower leak of tank pressure, which could result in personal injury and/or vehicle or property damage. Since the vehicle is always operated with the shut-off valve open, there is not a concern pertaining to the pump assembly when the vehicle is operational. According to the product operation manual the shut-off valve should never be closed when the engine is running. The vent hole provides a fail-safe for circumstances when the instructions in the operation manual are not followed.

6. Westport discovered this defect as a result of its own monitoring and inspection. On April 16, 2010, Westport completed the analysis of the quality inspection on incoming parts and noted an improper weld on the LNG fuel pump assembly where the vent hole was partially covered by the weld. We immediately undertook a design review of the assembly and determined that the weld was not properly located. The vent hole provides a pressure release in certain older tank configurations of the LNG fuel pump assembly when the manual shut-off valve is closed.

There have been no reports of injuries or vehicle damage. However, in an abundance of caution, Westport decided to correct the potential problem and conduct a recall.

7. N/A

8. Westport will remedy the situation by inspecting the vehicles and correcting the problem by upgrading the potentially affected vehicles to the current valve and plumbing arrangement which does not utilize the vent hole. The labor time necessary to perform the inspection and service will be approximately 2 hours. Should other repairs be required, additional time may be necessary. The work will be performed at no charge.

The vehicles in the field that may have the problem have been identified using production records, and have the following VINs:

#	Pump S/N	Vehicle VIN	ESN
1	F9624.049	1XKDD49X47R207207	79225579
2	F9624.053	1XKDD49X09R250705	79317720
3	F9624.054	1XKDD49X79J252157	79321600
4	F9624.055	1XKDD49X19R250700	79316782
5	F9624.056	1XKDD49X17R197090	79224978
6	F9624.058	1XKDD49X57R197044	79223875
7	F9624.063	1XKDD49X99R250699	79316191
8	F9624.064	1XKDD49X69R250692	79316189
9	F9624.067	TBA	TBA
10	F9624.071	1XKDD49X49J252150	79320736
11	F9624.079	1XKDD49X87R197085	79227791
12	F9624.080	1XKDD49X89J252152	79320734

Westport estimates that the customer and dealer letters will be mailed out no later than five days after the date of this letter.

9. N/A
10. Enclosed is a copy of the draft dealer and customer letters and our proposed technical service bulletin.
11. The recall documentation will include the identification number assigned by NHTSA.

Sincerely,



Konrad J. Komuniecki
Customer Care Manager

cc: Kelly Shuler
Mark R. Kaster

Enclosures:

Draft Dealer Letter
Draft Customer Letter
Technical Service Bulletin