

6 S I G M A

CPI

IPS Product Support Technical Review

Product Issue Briefing 06/09/07

C6.6/1106D

Rail Pressure Instability

- CPI Issue 157582
- Status - Open, Active
- PCA was planned for production intro in Sept, is now expected the 3rd week in October.
- Fuel system issues still need to be reported and investigated.

C6.6/1106D

New Media Fuel Filter rework Rollout

CPI #	Sub Population	Media #	SL #
132128	T/R sub group	REBE1377	PS42273
132128	A/C sub group	REBE1369	PS42274
132128	V101 / 501 populations	REBE1810	PI31236
132128	Crealius	REBE1706	PI31240
132128	V1501 Option	REBE1698	PI31295
132128	V0301 option	REBE1704	PI31296
132128	V0801 option	REBE1705	PI31274
132128	V0311 option	REBE1990	PI31330
132128	AC V0201 option	REBE2295	PI31329

V211 option & V611 special instruction for UGM have been sent for Approval.

Perkins Service Bulletin 57 issue 2 covers.

400 Series oil pressure slow to rise.

CPI Project 173720

BB A. Hawkes

Project scope being defined

400 Series oil pressure slow to rise

Current data shows only isolated cases.

Oil drain back from the system / oil filter is being investigated as the most likely Cause.

Reports show marine / low usage applications as the largest Population concerned.

3024C Oil dripping from breather

CPI Project No.175673

BB Dave Cook.

New machine 226B SSL reported as dripping oil from open breather by Peterson Tractor Co.(video clip On S/R 1-31061931). Blowby recorded as 17 L/Min. Oil level correct etc.

C4.4 / C6.6 / 1104D / 1106D

Injectors not responding.

The applications operating mode will not allow the engine to automatically complete the “adaptive trim” process due to engine variables not meeting the required limits / thresholds.

The following diagnostic codes will be displayed CID0001 FMI 07 – CID004(6) FMI 07.

Generally the “Fuel System Verification Test” can be run from the diagnostic menu, however, With prod 1.2 / 1.3 software this test will not run.

It is then unclear whether the test has failed or the injectors are faulty.

CPI 175743 has been raised by Chris Crawford.

3024C/400 Series Head Gasket

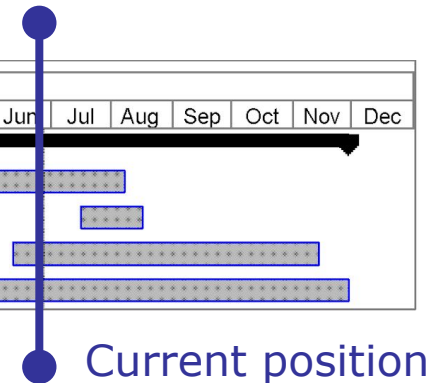
New gasket introduction

- All Peterborough built HR lists now have full production gasket used in build.
- Manitou build list cut-in on 26th March 2007.
- Cut-in serial number – U988653P
- All other customers' lists cut-in on 2nd April 2007.
- Cut-in serial number:
 - Volvo HR81623 – U989617P
 - Perkins HR51245 – U989708P
- Griffin built engines:
 - Cut-in on production – 1st May 2007
 - Serial number – GGA29118

Summary

- 400C turbo testing completion 10/08/07
- **400C NA test work for MLS planned completion 31/08/07**
- (test work ongoing)
- 400D Analysis work planned completion 28/11/07
- Analysis work from CAE is the critical path item

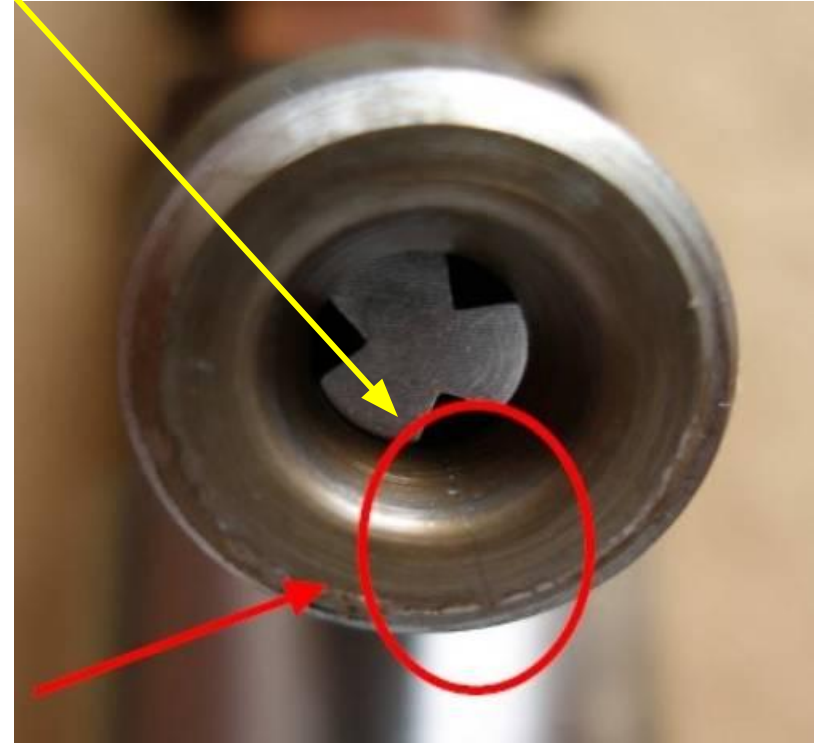
ID	Task Name	Duration	Start	Finish	2007											
					Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	PSEL Head Gasket Projects Overview	207.5 days	Mon 12/02/07	Wed 28/11/07												
2	400C Dyno Testing for CAE Correlation	126 days	Mon 12/02/07	Mon 06/08/07												
3	400C NA MLS Validation	23 days	Mon 16/07/07	Wed 15/08/07												
4	400D 1.2mm MLS Validation Testing	112 days	Mon 11/06/07	Tue 13/11/07												
5	400D MLS CAE	30.5 wks	Mon 30/04/07	Wed 28/11/07												



1104/6D - C4.4/C6.6 Injector fuel leak.

- **CPI Project No.173606:**
- **BB Dave Cook.**

Injector cracking



1106D / C6.6 valve failures

Reminder:

When replacing electronic unit injectors DO NOT remove the rocker shaft, slacken the rocker arm adjusters, remove the bridge pieces and spread the Rocker arms to gain access to the injector.

Use the recommended tooling to release / remove the injector assembly.

Refer to SMCS 1290.