

Problem with incorrect injectors sent on order #141455 placed on July 16th with Pensacola Fuel Injection company in Florida.

I have 2005 sprinter with OM647 engine that has issues with over-fueling from 2-3 (out of 5) injectors resulting in excessive black smoke, limp mode conditions and potential engine damages.

I did order quantity 6 "Pensacola Diesel Remanufactured Fuel Injector" part number: 0986435109 (SKU 0986435109X) with expectation these injectors actually would be remanufactured versions of the ORIGINAL DESIGN involving a very high pressure injector body with Bosch Type designation: "CRI 2-16" (1600 BAR injection pressure) that does not have an O-ring groove which I used to think is an advantage but; I was unaware of other underlying issues with the body design itself which is NOT SUITABLE for use as a CRI 2-16 (1600 BAR injection pressure). It was never designed to handle or operate normally at 1600 BAR which pushes way to much fuel through that body design.

As it turns out; there have been a lot of issues with company or seller offers involving type CRI 1-14 being sold AS a CRI 2-16 and here is the issue:

Pensacola Fuel Injection has done exactly that which resulted in the problem actually getting WORSE so that instead of 2 or 3 injectors over-fueling; I now have **ALL FIVE INJECTORS OVER-FUELING. . .**

I now know injector style is very critical because the OLDER version for the earlier Sprinter with OM612 engine are Bosch Type designation "CRI 1-14" which is lower pressure body type typically identified as: 0445110181 (new) and 0986435053 (remanufactured) as compared to "CRI 2-16" typically identified as 0445110162 (new) and 0986435109 (remanufactured).

I had ordered 6 injectors with part number 0986435109 with intention to install 5 and keep 1 spare.

What I received is NOT what is described. I received 5 CRI 1-14 injectors and 1 CRI 2-16 injector with badly corroded and deeply pitted injector body. (see photos)

These are two completely DIFFERENT designs.

Gen 1 architecture limited to a maximum fuel rail threshold of 1400 bar.

Gen 2 architecture limited to a maximum fuel rail threshold of 1600 bar.

Being unaware the significant differences are far more that just the o-ring groove; I went ahead and installed the 5 CRI 1-14 injectors but; this actually made the problem **MUCH WORSE** because: They are not rated for these substantially higher pressures as detailed in this report:

<https://share.google/aimode/MIVtQLK4TuFWvK5Ij>

PDF:

<https://rodscontracts.com/docs/WrongInjectorsSent/IncorrectApplication.pdf>

Copy of this message:

<https://rodscontracts.com/docs/PFImessage.pdf>

Remedy Desired:

Return all six for full refund OR:

Exchange for **Correct** OEM remanufactured in sealed Bosch boxes identified with part number: 0986435053 and new IMA codes and:

I shall pay the difference between the Store brand and OEM version of about \$775.00 for the order on six OEM, "second generation" (CRI 2-16) injectors.

Remanufactured OEM injectors shall be in sealed Bosch or Mercedes package and shall be second generation, CRI 2-16 injectors manufactured for the substantially higher pressures utilized in OM647 engine operating at rail pressures of up to 1,600 BAR.