July 28, 2006

Administrator
U.S. Department of Transportation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, DC 20590

06 V-306
(8 Pages)

Ref: Ottawa Truck Models Commando 30, 50, and 60 DOT/EPA
Ottawa Truck Models 30, 50, and 60 DOT/EPA

Gentlemen:

We are writing to advise that Ottawa Truck Division, Kalmar Industries Corp. has determined that a safety related defect exists in it's models Ottawa Commando 30, 50, and 60 DOT/EPA and Ottawa 30, 50, and 60 DOT/EPA vehicles manufactured between September 1, 2002 and July 21, 2006.

Pursuant to 49 CFR 573.6 C the following information is provided:

Manufacturer's Name:

Ottawa Truck Division, Kalmar Industries Corp.

Identification of motor vehicle and defect:

The affected vehicles are the models Ottawa Commando 30, 50, and 60 DOT/EPA, Ottawa 30, 50, and 60 DOT/EPA terminal tractors manufactured between September 1, 2002 and July 21, 2006.

Total number of vehicles containing this defect:

2205

Description of the defect:

The defect is in the wiring harness that attaches to the air brake modulator valves. The wires for the "hold" and "exhaust" functions are reversed in the electrical connector.

Kalmar Industries Corp.
415 East Dundee Street
Ottawa, KS 66067, USA
www.kalmarind-northamerica.com

Tel. 785-229-6350
Fax. 785-242-8573

Chronology of events that was the basis for determination that the defect related to motor vehicle safety:

DATE	EVENT
May 24, 2006	Frito Lay representative contacted Ottawa Customer Service regarding ATC functionality issue of a yard tractor at York, PA.
June 2, 2006	Ottawa Customer Service notified Engineering of an ATC issue.
June 5, 2006	Engineering placed all trucks equipped with ABS and ATC on Quality Hold.
June 15, 2006	Quality, Engineering, and Customer Service initiated in-house testing on a Model Ottawa 60 DOT/EPA vehicle.
June 19, 2006	Testing was concluded on this model vehicle and found no ATC issues similar to the report from Frito Lay. Ottawa 60 DOT/EPA vehicles taken off of quality hold.
June 21, 2006	Bendix representatives visited the Frito-Lay location in York, PA test driving the vehicle in question and gathered data from the ABS/ATC ECU.
July 11, 2006	Bendix Representatives again visited the vehicle site and installed a special ECU with extra data acquisition features enabled and a data recording device and then performed various tests. Evaluation of data indicated no information was stored from an event.
July 19, 2006	Bendix representatives visited the vehicle site for a third time. This groups investigation noted poor ABS performance and discovered the mis-wiring issue. Further testing ensured the ability to detect the condition by performing a "power-up chuff test."
July 20, 2006	Ottawa Engineering, Customer Service, and Purchasing was informed by Bendix that their evaluation showed the ABS modulator valve was mis-wired.
July 21, 2006	Ottawa representatives discussed with Bendix the effects on the vehicles ABS with this wiring issue. As a result of this discussion and meetings with Ottawa officials it was determined that a defect exists and thus the notification to NHTSA should occur. All model Ottawa 30, 50, and 60 DOT/EPA vehicles with ABS currently in production were placed on Quality Hold.
July 26, 2006	All model Ottawa 30, 50, and 60 DOT/EPA vehicles with ABS currently in production were modified, tested, and removed from Quality Hold Status. All units, as of July 21, 2006, have been inspected and corrected before shipping. All inventory of wiring harnesses have been corrected.

Kalmar Industries Corp.
415 East Dundee Street
Ottawa, KS 66067, USA
www.kalmarind-northamerica.com

Tel. 785-229-6350
Fax. 785-242-8573

Based on our inspection of units and our review of the drawings, it was determined that all trucks produced from September 1, 2002 equipped with "ABS" Brakes were manufactured incorrectly. Therefore, our list is of those units. This list will be sent the week of July 31, 2006.

Enclosed is a copy of the notification letter that will be sent to all customers shown on our listing. In the cases where the customer is not known, the letter will be sent to the selling dealer. Notification shall begin upon receipt of confirmation from your office with a recall campaign ID number. Expected time frame to initiate notification is August 4, 2006 and should be complete by August 18, 2006.

This notification letter has been sent to the Office of Defect Investigation for your review.

Please note that we believe the possibility of serious personal injury or property damage to be minimal, due to the limited number of vehicles having this defect and the fact that no accidents have been reported. Our vehicles usually operate with a trailer attached at a speed under 10 MPH. Additional testing of vehicles with the known defect has been accomplished this week. Test results indicate that during a significant ABS event, the braking degradation is very minimal.

This notice is for your information only. We do not feel that the situation requires action on the part of NHTSA. Ottawa does feel that it is our duty to correct the situation and will send the required parts to correct the wiring harness with the customer notice. Ottawa will persist in it's communications with customers to assure these vehicles are appropriately repaired.

Thank you for your attention concerning this matter. If you have questions, or if we can provide additional information, please let us know.

Sincerely,

Keith Pfannenstiel, P.E.
Director of Engineering
Trailer Handling
Ottawa Truck Division
Kalmar Industries Corp.

Kalmar Industries Corp.
415 East Dundee Street
Ottawa, KS 66067, USA
www.kalmarind-northamerica.com

Tel. 785-229-6350
Fax. 785-242-8573

July 28, 2006

Recall XXV-XXX

VIN:

Ref: S/N

Dear Customer:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Ottawa Truck Division, Kalmar Industries Corp. has decided that a defect which relates to motor vehicle safety exists in our Models Ottawa Commando 30, 50, and 60 DOT/EPA and Ottawa 30, 50, and 60 DOT/EPA tractors manufactured between September 1, 2002 and July 21, 2006. This defect exists in all tractors produced during that period that were equipped with ABS braking systems.

The defect is in the Anti-lock Brake System ("ABS"). The electrical wiring to the air modulator brake valves from the electronic control module ("ECM") is incorrect. The wires to the "Exhaust" and "Hold" connections on the Brake Modulator valves are reversed. In an anti-lock braking event this will cause the anti-lock braking system to malfunction. The anti-lock brake system performance will be degraded.

The measure to take to remedy the defect is to install the Jumper Harnesses provided into all Air Brake Modulator Valves on the vehicle. The jumper harnesses can only be assembled into the electrical connection in one manner. This will correct the wiring placement. This procedure should be done by an individual who is familiar with "Bendix" air modulator valves and basic electrical assembly procedures.

Enclosed with this notice are four (4) modulator valve jumper harnesses for installation in your vehicle. We ask that you install these without delay and return the attached confirmation form. Ottawa Truck will reimburse (0.25 hours) labor per unit to perform this remedy. Labor claims should be submitted to Ottawa Truck Customer Service for payment. All claims for reimbursement must include documentation for labor hours and travel (if any) and a completed confirmation of repair form (enclosed). If you have any questions regarding this repair, contact your Ottawa Truck dealer or Ottawa Truck Customer Service Department at (785) 242-2200.

If you believe Ottawa Truck has failed or is unable to remedy the defect without charge within a reasonable time, you may submit a complaint to: Administrator, Nationally Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590 or call the toll free Auto Safety Hotline at (800) 424-9393.

Kalmar Industries Corp.
415 East Dundee Street
Ottawa, KS 66067, USA
www.kalmarind-northamerica.com

Tel. 785-229-6350
Fax. 785-242-8573

If you have any questions, they should be directed to:

Ottawa Truck Division, Kalmar Industries Corp.
415 E. Dundee
Ottawa, KS. 60067
Attn: Paul Williams
(785) 229-6358

Sincerely,

Keith Pfannenstiel, P.E.
Director of Engineering

Kalmar Industries Corp.
415 East Dundee Street
Ottawa, KS 66067, USA
www.kalmarind-northamerica.com

Tel. 785-229-6350
Fax. 785-242-8573

PROCEDURE TO REMEDY WIRING DEFECT

1. Locate the air brake modulator valves for both the front and rear axles.

2. The two (2) front brake valves are visible behind the cab deck grill opening at the front of the truck. They are mounted just under the front frame cross member. Locate and remove the three (3) wire connectors on the main wiring harness from each of the valves. This connector may only be removed by releasing the locking latch on the connector. This is done by lifting the latch bar to open the lock and pulling on the connector at the same time. A small screwdriver may be used for ease in opening the latch bar. Install the Modulator Valve Jumper harness connector by inserting it into the connector on the modulator valve body and firmly pressing until the connector stops and latches. Install the original wiring harness connector into the other end of the modulator valve jumper harness connector, pressing firmly until the connector stops and latches. (please see kit information- Sheet 1, attached)

CAUTION: ENSURE THAT THE WIRING HARNESS CONNECTOR THAT WAS REMOVED FROM THE VALVE IS INSTALLED IN ITS ORIGINAL VALVE POSITION

Example: Left front wiring harness must be attached to modulator valve jumper harness attached to left front modulator valve.

3. The two (2) rear brake valves are located under the rear frame cross member and are only visible from beneath the truck. Locate and install the modulator valve jumper harnesses procedure as for the front. (please see kit information, Sheet 2, attached)

CAUTION: ENSURE THAT WIRING HARNESS CONNECTOR THAT WAS REMOVED FROM THE VALVE IS INSTALLED IN ITS ORIGINAL VALVE POSITION

4. Check the ABS system for faults using the procedure outlined in the Bendix ABS Service Manual.

Kalmar Industries Corp.
415 East Dundee Street
Ottawa, KS 66067, USA
www.kalmarind-northamerica.com

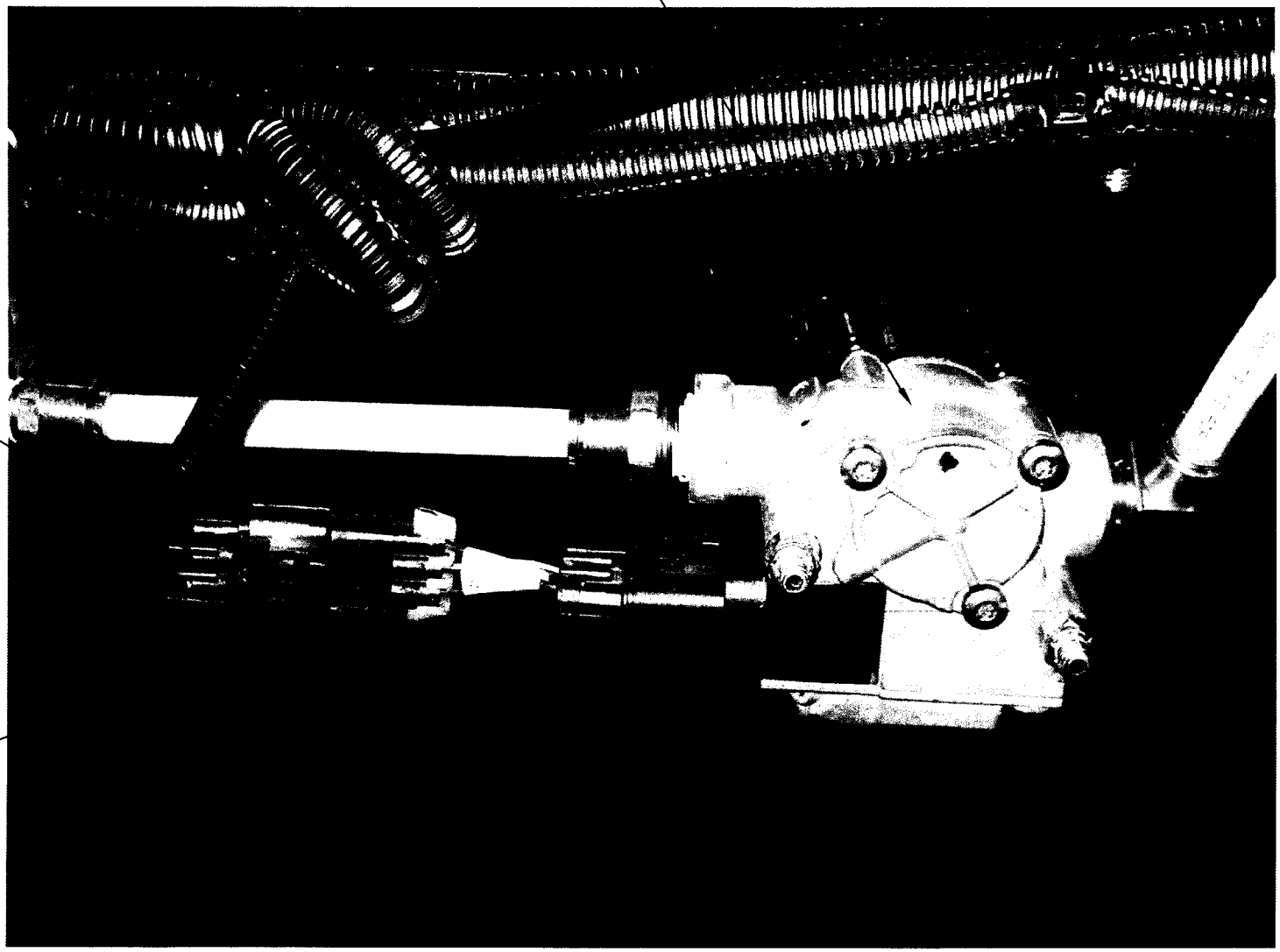
Tel. 785-229-6350
Fax. 785-242-8573

B/M NO:	ERO NO: A 061031 7-27-06	NO: PSK00368

RIGHT FRONT MODULATOR VALVE SHOWN

EXISTING ABS CHASSIS HARNESS

INSTALL MODULATOR VALVE JUMPER HARNESS 53562728 BETWEEN ABS CHASSIS HARNESS AND EACH MODULATOR VALVE



FRONT OF TRUCK LOOKING FORWARD

DESCRIPTION

ABS MODULATOR VALVE JUMPER HARNESS INSTL

Kalmar

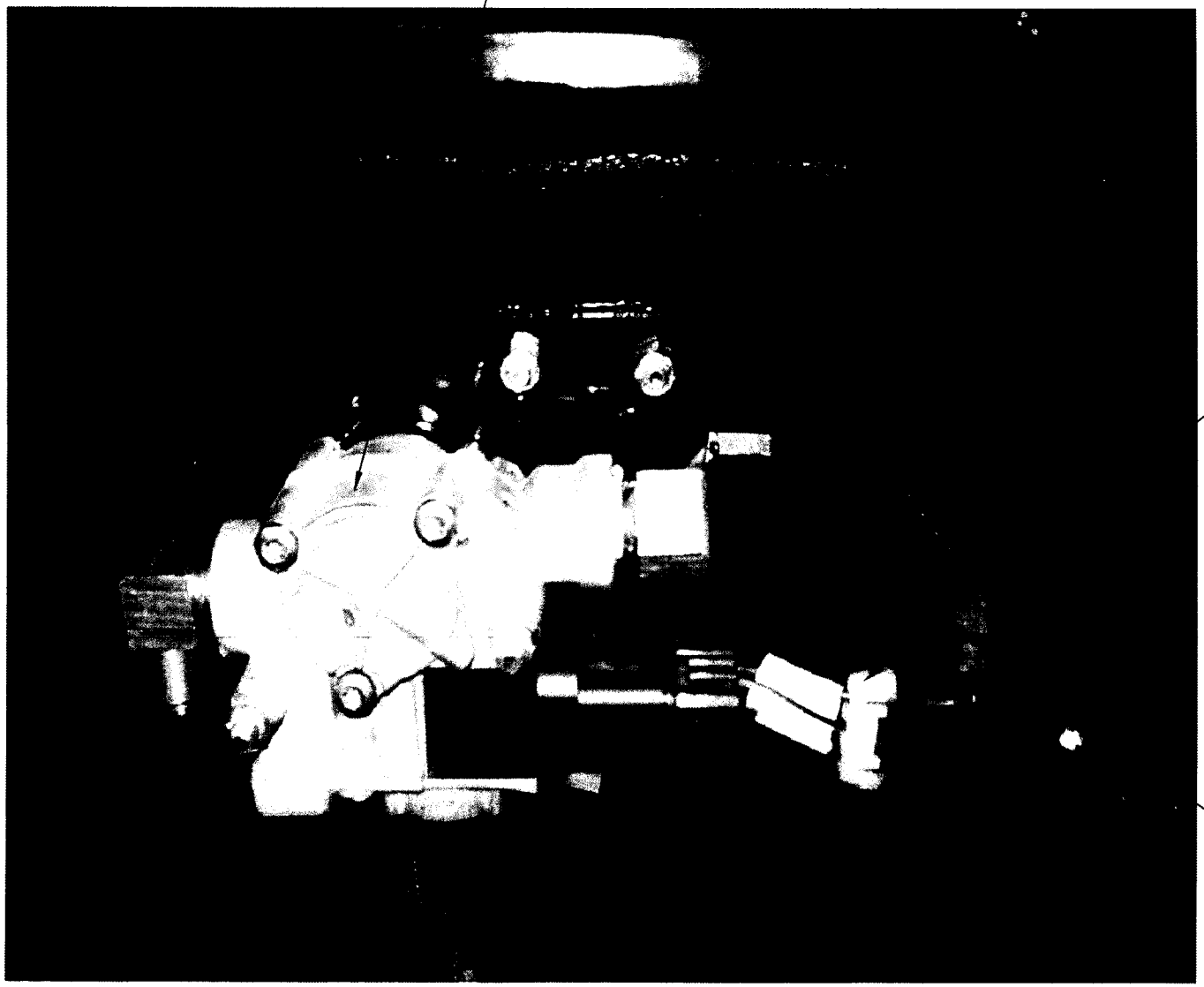
	BY	DATE
DRAWN	LRH	7-27-06
CHECKED		
APPROVED		

S/O NO:

NO: PSK00368

B/M NO:	ERO NO: A 061031 7-27-06	NO: PSK00368

LEFT REAR MODULATOR VALVE SHOWN



INSTALL MODULATOR VALVE JUMPER HARNESS 53562728 BETWEEN ABS CHASSIS HARNESS AND EACH MODULATOR VALVE

EXISTING ABS CHASSIS HARNESS

REAR OF TRUCK LOOKING REARWARD

DESCRIPTION		BY	DATE	S/O NO:	NO:
ABS MODULATOR VALVE JUMPER HARNESS INSTL	DRAWN	LRH	7-27-06		PSK00368
	CHECKED				SHEET 2 OF 2
	APPROVED				

Printed: 2006-07-28 13:48:49

CONFIRMATION OF REPAIR

Location of Unit Being Repaired:

Company _____
Street _____
City _____
State _____
Zip _____

User:

Company _____
Street _____
City _____
State _____
Zip _____

Ottawa Serial Number _____

VIN _____

Date Repair Performed _____

On the above date, I, _____(name) performed the repairs on the above listed serial number in accordance with the Ottawa Truck letter dated July 28, 2006, regarding ABS wiring. I tested the unit upon completion of the repair for proper operation.

Signed: _____

Print Name: _____

Kalmar Industries Corp.
415 East Dundee Street
Ottawa, KS 66067, USA
www.kalmarind-northamerica.com

Tel. 785-229-6350
Fax. 785-242-8573