



August 17, 2006

Administrator
U.S. Department of Transportation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.,
Room 5319
Mail Code NVS 215
Washington, DC 20590

Ref: NHTSA Campaign Number 06V-306


Gentlemen:

As stated in our July 28, 2006 submittal package on this safety related defect on our Terminal Tractors, enclosed please find the list of vehicles affected. As you can see on this list included, the total number of vehicles has changed slightly, as we refined our database search. The number of vehicles initially reported was 2205, and is actually 2044 vehicles.

Ottawa Commando Model 30 DOT/EPA (2002-2004)	599
Ottawa Commando Model 50 DOT/EPA (2002-2004)	3
Ottawa Commando Model 60 DOT/EPA (2002-2004)	34
Ottawa Model 30 DOT/EPA (2004-2006)	1349
Ottawa Model 50 DOT/EPA (2004-2006)	0
Ottawa Model 60 DOT/EPA (2004-2006)	59
Total Number of Vehicles	2044

We have received your assignment on the recall campaign ID number. Please change the model years as shown above, and the potential number of vehicles affected. Enclosed, please find the revised letter to be sent to the customer, incorporating the change to the agency information requested. If you have any questions or if we can provide additional information, please call us.

Sincerely,


Keith Pfannenstiel, P.E.
Director of Engineering
Trailer Handling

Enclosed: Vehicle list
Customer letter



Date of Customer Notification

Recall 06V-306

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 ABS modulator valves from the electronic control module ("ECM") is incorrect. The wires to the "Exhaust" and "Hold" connections on the ABS 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 ABS 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" ABS 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 (1.00 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: The Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590 or call the toll free Vehicle Safety Hotline at 1-888-327-4236; (TTY: 1-800-424-9153) or go to <http://www.safercar.gov>.

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



PROCEDURE TO REMEDY WIRING DEFECT

1. Locate the ABS modulator valves for both the front and rear axles.
2. The two (2) front valves (Bendix Model M-30 or M-32) 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 installation 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 valves (Bendix Model M-30 or M-32) 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 installation 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.



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: _____

B/M NO:

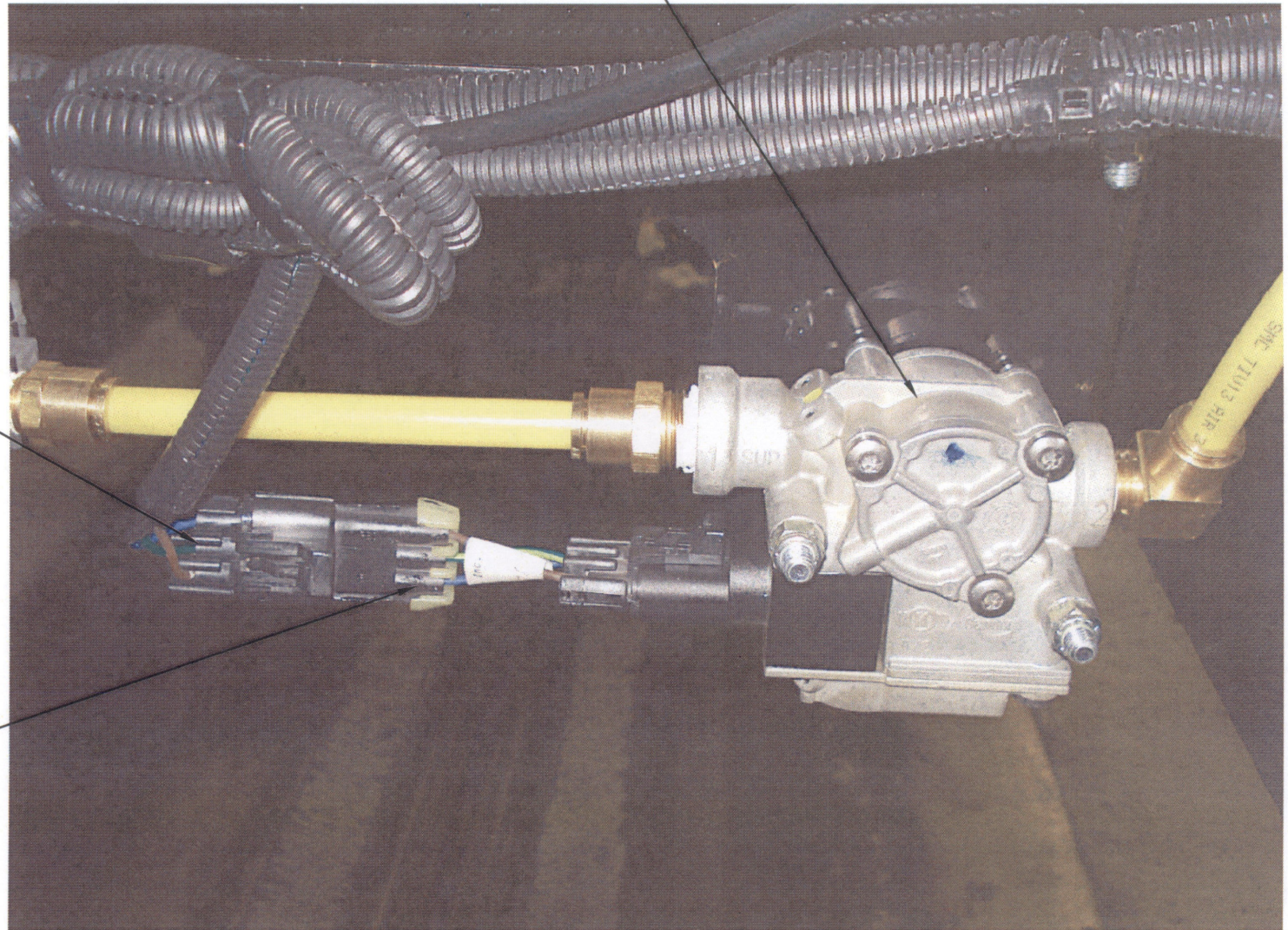
ERO NO:

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 REARWARD

DESCRIPTION

ABS MODULATOR VALVE JUMPER HARNESS INSTL



	BY	DATE
DRAWN	LRH	7-27-06
CHECKED	GJL	7-31-06
APPROVED		

S/O NO:

NO:

PSK00368

SHEET 1 OF 2

Printed: 2006-08-18 08:36:40

B/M NO:

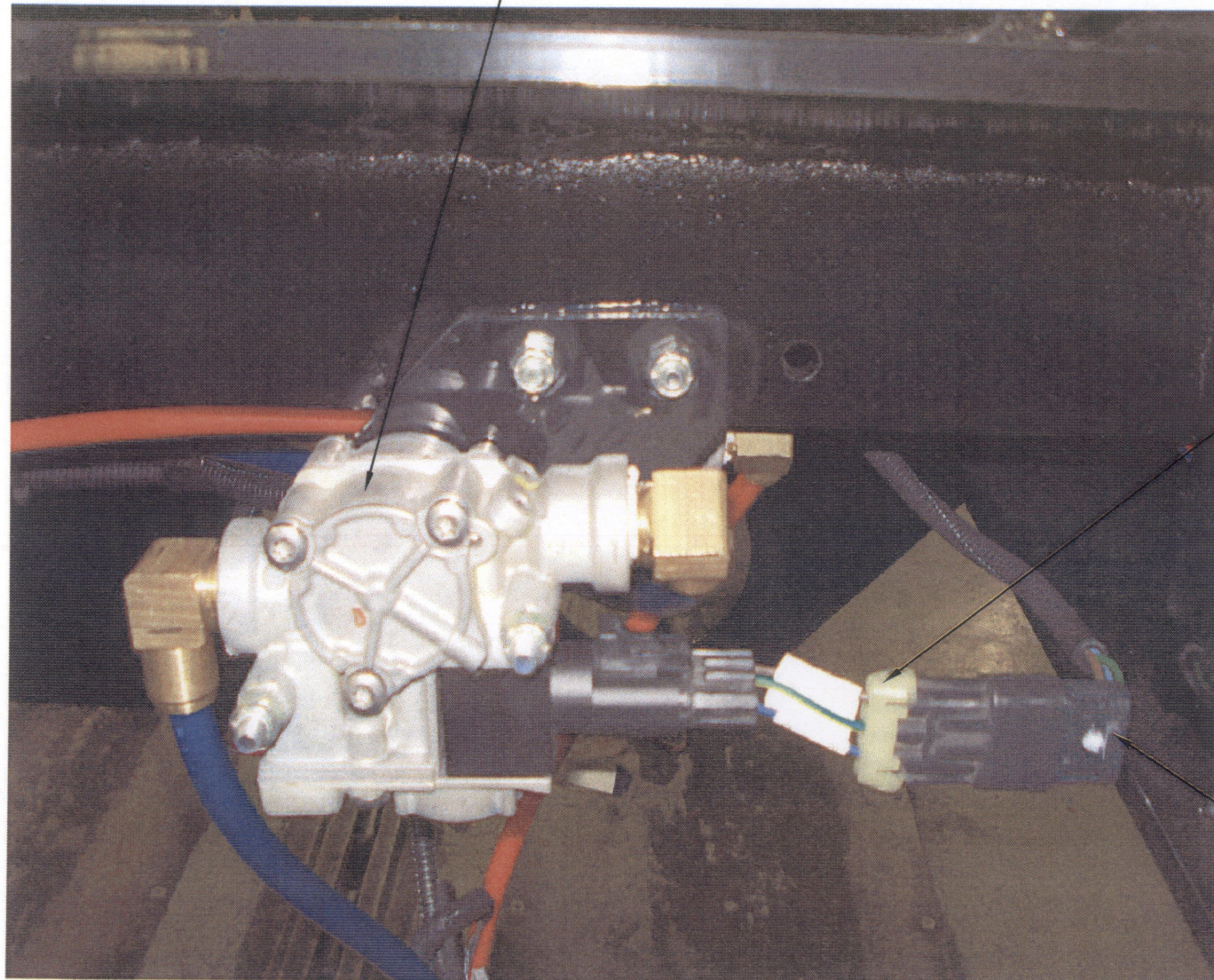
ERO NO:

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

ABS MODULATOR VALVE JUMPER HARNESS INSTL



	BY	DATE
DRAWN	LRH	7-27-06
CHECKED	GJL	7-31-06
APPROVED		

S/O NO:

NO:

PSK00368

SHEET 2 OF 2

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