

June 1, 2007

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

07V-256
(3 pages)

Ref: Ottawa Truck Models Commando 30, 50, and 60 DOT/EPA
Ottawa Truck Models 30, 50, and 60 DOT/EPA
Kalmar Ottawa Models 4x2 and 6x4 DOT/EPA

Gentlemen:

We are writing to advise that Kalmar Trailer Handling of Kalmar Industries Corp. (formerly Ottawa Division) has determined that a non-compliance exists in its models Ottawa Commando 30, 50, 60 DOT/EPA and Ottawa 30, 50, and 60 DOT/EPA vehicles manufactured between September 30, 1983 and May 23, 2007.

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

Manufacturer's Name:

Kalmar Trailer Handling, 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 and Ottawa 4x2, 6x4 DOT/EPA terminal tractors manufactured between September 30, 1983 and May 23, 2007.

Total number of vehicles potentially containing this defect:

Total Number Manufactured: 35,000 approximately

Estimated Percentage of Vehicles containing Defect: 4%

Description of the Non-Compliance

The non-compliance is in the air brake hose assemblies used on the rear axles brake system.

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DEFECTS INVESTIGATION
RECALL MGMT DIV.

Chronology of events that was the basis for determination that the non-compliance related to motor vehicle safety:

DATE	EVENT
May 21, 2007	Weatherhead Eaton representative informed Kalmar Purchasing agent of a concern that Kalmar assembly was installing "U" Series ends on H33806 DOT Air Brake Hose which is not acceptable for the hose.
May 22, 2007	Weatherhead Eaton representative met with Team of Kalmar representatives from Engineering, Purchasing, Customer Service, and Quality Assurance providing Weatherhead manuals indicating that the only approved crimp on end fitting for the hose was a "P" Series. It was noted that the "P" series fittings were DOT approved, not the "U" Series.
May 23, 2007	All DOT vehicles currently in production and readied for shipment placed on Quality Hold.
May 24, 2007	Engineering advised Kalmar Executives of the air brake hose assembly issue.
May 25, 2007	Engineering met with Kalmar Executives discussing further the air brake hose assembly issue and obtained agreement that the assembly was not in compliance with 571.106.
May 29, 2007	Engineering, Customer Service, Purchasing and Quality Assurance met to discuss plan to evaluate and test existing hose assemblies and obtain air brake hose assemblies conforming to FMVSS106 and assembled by a certified hose manufacturer. Research to determine non-conforming vehicles was initiated.
June 1, 2007	Submittal package to advise NHTSA was prepared and sent.

Based on our inspection of units and our review of the drawings, it was determined that some trucks produced from September 30, 1983 equipped with suspensioned rear axles were manufactured incorrectly. Therefore, our list is of those units. This list will be sent the week of June 18, 2007.

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

Notification to our customers will begin upon receipt of confirmation from your office with a recall campaign ID number if decided that it is a recall issue. A notification letter that will be sent to all of our customers will be prepared once that decision is made by NHTSA.



The company has not received any claims or notices of claims for personal injury or property damage relating to the assembly. We believe the possibility of serious personal injury or property damage to be minimal, due to the limited number of vehicles having this non conformance 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 componentry with the known non-compliance has been accomplished this week. Test results indicate that the air brake hose assemblies meet the burst strength and tensile strength performance requirements of FMVSS 106.

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

Sincerely

A handwritten signature in black ink, appearing to read 'Keith Pfannenstiel', written over the printed name.

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