



May 10, 2021

Department of Transportation, NHTSA
Attn: Kristin Lepper, Safety Recall Specialist
1200 New Jersey Avenue SE, Room W46-421
Washington, DC 20590

Subject: Chronology for KME Recall 21V100

Per your 4/28 e-mail to Brian Polgrean, this letter serves to provide additional information on the timeline related to KME recall 21V100 related to the anti-lock brake components failures.

The details of the timeline are provided below, but please note the following in particular:

- There was a single report from a single customer, Ontario, CA, related to a troubleshooting issue on the ABS system.
- No accidents or injuries have been reported related to this issue.

The timeline is as follows:

6/2/20 – Mechanic at Ontario, CA contacted KME for assistance in troubleshooting an ABS fault light. This mechanic had previously been in contact with Wabco, the manufacturer of the system, for their assistance as well.

June, 2020 – KME checks the operation of similar units in production on site. KME discovers that some of the connectors are miswired from what was expected. KME also identifies that the system has been designed with a 4 channel input, but a 2 channel input is more appropriate to this installation as it is a single axle and will reduce chances of the connections from being made incorrectly.

7/6/20 – KME contacts Wabco to discuss the schematic KME had on file related to the wiring of the ECU cable connector purchased for the system. KME believed that the colors of two of the wires were reversed on the connector circuit diagram.

7/7/20 – Wabco states that the harness kit being purchased for this application was incorrect as it is designed for retrofit rather than new installations. KME modifies the harness connectors for installations currently in process.

2/3/21 – Reviewed history with REV management and made decision to issue recall on 2/17.

Sincerely,

Douglas B. Kelley
Engineering Director

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