Units Affected: Kalmar Ottawa T2 Terminal Tractors built prior to November 14, 2016.

Possible Situation: The original power distribution center (PDC) was not protected from the environment. Exposure to the elements can result in failure of the chassis PDC.

Solution: Replace the original chassis PDC with the new design using waterproof components per the following instructions.

Start by raising the cabin and the boom. This will allow access to the chassis harness inside the left frame rail. Next, remove the boom platform and frame platforms.
Disconnect the battery positive cables. (If you have a battery disconnect switch, you must remove the cable that runs from the batteries to the power board completely.)

Remove the cover and unplug the two chassis harness connectors from the circuit board and remove the ground wires from the chassis board.

Next unplug the chassis harness connections. (tail-lights, back-up alarm, cabin tilt, air tank pressure senders, transmission power, etc...) The number of connections
will depend on options. Clip all the wire ties that secure the harness inside the frame rail.
Unplug the main chassis harness bulkhead connector that is located just below the hydraulic control valve.

Unplug the cab connector located by the side of the radiator.
Unhook all the ground wires on the side of the chassis board mounting plate. Make sure to label them or tie them together.

The harness can now be removed, pay attention to how the harness comes out so the new harness can be reinstalled later using the same routing.
Clip wire ties on the battery cables at the solenoids. Unhook the cables going to the solenoids.

Unhook the positive and negative battery cables and cabin power lead from the circuit board.
Unhook the main battery cables from the terminal strip on the side of the chassis board mounting plate.

Unbolt the chassis board mounting bracket bolt from the transmission mounting bracket. Unbolt the rest of the chassis board mounting bracket bolts. Remove the chassis board mounting bracket along with all of its components.

You will need to reuse the tilt pump switch harness.

Install the Chassis harness in the truck following the routing of the old harness. The harness should go under and behind the air lines going to the boom unlatch.
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From: Medium Terminal Tractor Product Support

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cylinder, and should also be routed behind and under the hydraulic hoses going from the tank to the control valve.

Reconnect all the connectors that were unhooked in the removal of the chassis harness. (tail lights, air pressure sensors, cabin tilt, transmission power, etc...) Do not wire tie the harness until after the chassis power center is completely installed.

Remove the exhaust system bracket from the curb side of the truck.

Remove this bracket and discard.
Pre-assemble the brackets loosely for each side of the frame. And then install the bracket to the exhaust and the frame.

This bolt will need to be either added, or loosened from the trailer stop before installation of the bracket.

Frame rail bottom edge clamp.

Make sure to slide this under and behind all the cables and hoses. Be careful not to pinch any of the harnesses.

This bolt will need to be loosened from the fuel tank mounting before installation of the bracket.

Tighten these bolts last.
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Install the chassis power center sub-assembly.

Once the bolts to the frame are tightened, then you can tighten the clamp bolts. This should clamp on the bottom edge of the frame rail.
Plug the chassis harness into the new power distribution center.

Install and route the Low Current Battery Power harness (CTT00008049) from the chassis power center to the positive battery post. Do not install this to the battery at this time.
Subject: T2 Chassis Power Distribution Center Replacement

Product: Medium Terminal Tractor
Bulletin #: SB17TI0070
Date: 20-February-2017
Pages: Page 12 of 14

To: All Kalmar Sales Companies
From: Medium Terminal Tractor Product Support

Install all battery cables to the terminal strip. Only 2 cables per terminal, one from the top and one from the bottom. Install all the negative cables to the post on the side of the bracket, rotate each cable to allow them to be stacked and still maintain good connection.

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Hook up the grid heater, cabin tilt and starter solenoids.

Once all installations have been completed, hook up the batteries after coating the connections with dielectric grease. Start the truck and ensure no codes are present.

Tie up all the harnesses. Make sure to check clearances at the boom pivot points and boom arm to ensure that the harness will not be damaged as the boom moves up and down. Also check to make sure the hydraulic control valve has clearance for it to move without causing damage to any of the harnesses. Make sure all connections are tight. Make sure all cables are coated with anti-corrosion spray where the connection will be exposed to the weather.

Reinstall all the platforms.

Install the battery box cover.

Installation should now be complete.
Warranty: The following expenses are covered using the standard Kalmar warranty policy:

- Travel – up to 3 hours round trip unless approved for additional time prior to the repair
- Labor – 3.5
- Parts – Parts vary by truck serial number. Either contact the Kalmar parts department or use the following link to determine what parts are needed. [http://ottawatrucksna.com/recall-lookup](http://ottawatrucksna.com/recall-lookup)

Claim Submission:

- To submit a claim select:
  - Location code 26 – Recalls and Campaigns
  - Failure code Campaign
  - Work code 26.4 – SB17TI0070
  - Hours claimed 3.5