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May 28, 2010

Mr. Daniel C. Smith  
Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Bad Boy Buggies LSVs

Dear Mr. Smith:

Enclosed is Part 573 report covering a safety defect determined to exist in certain Low Speed Vehicles (LSVs) manufactured by Bad Boy Enterprises.

Please let me know if you have any questions or need any additional information.

Sincerely,

*Erika Z. Jones*

Erika Z. Jones

Enclosure

# DEFECT INFORMATION REPORT

**1. Manufacturer's name/address:**

Bad Boy Enterprises, LLC  
199 Highway 61 South  
Natchez, Mississippi 39120

PO Box 19087  
Natchez, MS 39122

**2. Vehicles involved in this defect notification:**

Low Speed Vehicles (LSVs) known as the Classic LSV model (including Stretch Models). This notification does not apply to XT LSV Models.

**3. Total number of vehicles: 372**

**4. Approximate percentage of vehicles estimated to actually contain the defect:**

Unknown

**5. Description of the defect:**

If the accelerator pedal assembly becomes damaged due to exposure to water, the pedal can send a voltage reading outside the range expected by the controller, and the controller will send current and voltage to the electric motor, causing it to accelerate when the driver has not requested acceleration through activating the pedal.

**6. Chronological summary of events leading to this determination:**

In October 2009, Bad Boy Enterprises announced a recall through the U.S. Consumer Product Safety Commission involving certain of its Classic model off-road utility vehicles to address reports of unwanted acceleration. At that time, the remedy was identified as the installation of Zener diodes to regulate the voltage running between the accelerator pedal and the controller to eliminate the risk of voltage spike-induced damage to the accelerator pedals. As all motor vehicle (LSV) versions of the Classic model were built after the Zener diodes were installed as standard equipment, the LSV versions of the vehicle were not included in that recall campaign.

In March 2010, Bad Boy Enterprises received one report of unwanted acceleration in an LSV Version of the Classic model. Upon investigation, Bad Boy Enterprises could not find any fault in the vehicle.

In April and May 2010, Bad Boy Enterprises received one report in each month of unwanted acceleration in a Classic model off-road utility vehicle that had already been repaired in the CPSC recall. Upon investigation, Bad Boy Enterprises determined that the pedal assembly in the off-road vehicle was likely damaged by water exposure and that the Zener diode installation (the CPSC recall remedy) was not sufficient to protect against the unwanted acceleration events. Bad

Boy Enterprises decided that the Classic model LSVs contain a safety related defect that could lead to unwanted acceleration notwithstanding the presence of the Zener diodes, and decided to notify NHTSA and undertake a safety recall.

**7. Description of proposed remedy (including schedule for dealer and customer notification):**

The remedy will be the replacement of the accelerator pedal assembly with a different pedal assembly now being installed on the XT model buggies. The different pedal assembly is not prone to damage by water, and also contains the Zener diodes as standard equipment.

Bad Boy Enterprises is still developing the schedule for dealer and customer notification and will provide that information, along with a draft owner notification letter, under separate cover.

**8. Program for remedy campaign (including program for reimbursing any consumer who obtained the remedy at his/her own expense within one year of the opening of the EA, or within one year of this 573 report, whichever is earlier):**

Bad Boy Enterprises will notify owners of the affected LSVs to contact their dealers for an appointment for the recall service. Bad Boy Enterprises' dealers will install new accelerator pedals free of charge on the affected LSVs.

Bad Boy Enterprises does not plan to offer reimbursement to any consumer because all affected LSVs are still covered by the new vehicle warranty.