

Part 573 Safety Recall Report**14V-547**

Manufacturer Name : Gillig LLC
Submission Date : SEP 05,2014
NHTSA Recall No. : 14V-547
Manufacturer Recall No. : NR

**Manufacturer Information :**

Manufacturer Name : Gillig LLC
Address : 25800 Clawiter
Hayward CA 94545
Company phone : 510-785-1500

Population :

Number of potentially involved : 90
Estimated percentage with defect : 45

Vehicle Information :

Vehicle : 2014-2014 GILLIG LLC Lowfloor
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : ALL
Power Train : NR
Descriptive Information : Transit Bus
Production Dates : JAN 02, 2014 - MAR 06, 2014

VIN (Vehicle Identification Number) Range

Begin : 15GGE2717E1092549

End : 15GGB2719E1183928

 Not sequential VINs

Description of Defect :

Description of the Defect : In some vehicles air brake system supply lines from the primary and secondary air tanks to the brake valve were crossed at a bulkhead union during vehicle assembly. In this scenario, secondary air tank air supply lines are plumbed to the primary supply port on the brake valve and primary air tank air supply lines are plumbed to the secondary supply port on the brake valve.

Description of the Safety Risk : If the primary and secondary air brake supply lines from the tanks to the brake valve are crossed and the vehicle loses pressure in the primary tank, the vehicle service brake system performance may be reduced. In the case of total loss of primary tank air pressure the service brake system will not function. If the service brake system does not function or performance is reduced, an application of the brake pedal by the vehicle operator may not slow or stop the vehicle as expected and this could lead to possible loss of vehicle control and a crash.

Description of the Cause : Primary and secondary air brake system supply lines to the brake valve were crossed at a bulkhead union during vehicle assembly.

Identification of Any Warning that can Occur : A gauge showing both primary and secondary air tank pressures is continually visible and monitored by the driver. Any loss of system air pressure would be visible to the driver. Additionally, when air pressure in either the primary or secondary air tanks drops below 60 psi the operator is given both audible (loud warble tone) and visible (dash light) warnings for low air pressure.

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

Chronology :

On 8/21/14 Gillig was informed that a customer had found the air brake system supply lines from the primary and secondary tanks to the brake valve crossed at a bulkhead union location. Gillig decided 8/29/14 to initiate a voluntary recall.

Description of Remedy :

Description of Remedy Program : Gillig will send detailed inspection and rework instructions to all affected customers. Gillig will reimburse all affected customers for the time to inspect all vehicles and rework non-compliant vehicles. No new parts are required for this rework.

How Remedy Component Differs from Recalled Component : Air brake piping from the primary air tank feeds the primary port (remedy) on the brake valve vs secondary port (recall) on the brake valve. Air brake piping from the secondary air tank feeds the secondary port (remedy) on the brake valve vs primary port (recall) on the brake valve.

Identify How/When Recall Condition was Corrected in Production : All vehicles in production on 8/21/14 were reviewed for this condition, no non-compliance issues were found. Installation and test procedures were reviewed with assembly and QA personnel. Inspection of buses in service is ongoing to verify the suspect population.

Recall Schedule :

Description of Recall Schedule : GILLIG LLC began notifying customers on 8/29/14.

Planned Dealer Notification Date : SEP 05, 2014 - SEP 05, 2014

Planned Owner Notification Date : AUG 29, 2014 - SEP 05, 2014

* NR - Not Reported