

# Part 573 Safety Recall Report

# 16V-451

**Manufacturer Name :** Gillig LLC**Submission Date :** JUN 17, 2016**NHTSA Recall No. :** 16V-451**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Gillig LLC

Address : 25800 Clawiter

Hayward CA 94545

Company phone : 1-800-735-1500

**Population :**

Number of potentially involved : 112

Estimated percentage with defect : 100 %

**Vehicle Information :**

Vehicle 1 : 2012-2016 GILLIG LOWFLOOR WITH BAE HYBRID SYSTEM

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style : ALL

Power Train : HYBRID ELECTRIC

Descriptive Information : Low floor buses manufactured with BAE hybrid drive systems.

Production Dates : MAR 06, 2012 - JUN 07, 2016

VIN Range 1 : Begin : 15GGB3019C1180301 End : 15GGB3015G1188112  Not sequential**Description of Noncompliance :**

Description of the Noncompliance : Gillig has determined that its low floor diesel-electric hybrid buses with BAE hybrid drive systems have stop lamp activation that does not comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 108, "Lamps, reflective devices, and associated equipment."

FMVSS 1 : 108 - Lamps, reflective devices, and assoc. Equipment

FMVSS 2 : NR

Description of the Safety Risk : If the bus's regenerative braking disable switch is engaged while the ignition switch is in the ON position, the stop lamps will flash rapidly. Other drivers may conclude that the bus is braking when it is not, and may initiate unnecessary braking or maneuvers, increasing the risk of a crash.

Description of the Cause : Bus models with BAE hybrid drive systems activate the rear stop lamps upon activation of the service brakes and during regenerative braking (which retards the motion of the vehicle). If these buses are operated with the disable switch for the regenerative braking system engaged, the hybrid system rapidly modulates a signal used by the driver's light panel and stop lamp circuit, resulting in flashing rear stop lamps. This results in noncompliance with FMVSS 571.108 stop lamp activation requirements, which require steady burn illumination.

The safety performance of the vehicle's service brake system is not affected by this issue. Application of the service brakes overrides the flashing of the rear stop lamps and results in the required steady burn illumination, providing correct information to other drivers that the vehicle is braking.

Identification of Any Warning that can Occur : Rear stop lamps and two telltales on driver's light panel ("AUX BRAKE APPLIED" and "BRAKES") will flash rapidly.

## Supplier Identification :

### Component Manufacturer

Name : NR  
Address : NR  
NR  
Country : NR

## Chronology :

6/7/16 – Gillig final inspection of a bus with a BAE hybrid drive system reported that two telltales on driver's light panel will flash rapidly if a protective zip tie is removed, a guard is opened, and the disable switch on the driver's side console for the regenerative braking system is engaged while the vehicle ignition switch is in the ON position.

6/8/16 – Gillig discovers that the BAE hybrid drive system on the same bus was rapidly modulating the "regenerative braking active" signal to the vehicle when the ignition is in the ON position and the regenerative braking disable switch is engaged. Further inspection discovers that the modulating signal also causes the stop lamps on the bus to flash rapidly.

6/13/16 – Gillig confirms with BAE that this is not a software or hardware malfunction. All BAE hybrid drive systems used by Gillig to date were programmed to rapidly modulate the regenerative braking active signal when powered and the disable switch is engaged. Gillig discussed potential software updates with BAE.

6/15/16 – A review of the potential vehicles affected and FMVSS compliance requirements was conducted.

6/16/16 – Gillig decided to conduct a voluntary safety recall campaign on the subject vehicles to update the software that controls the stop lamp circuit and driver's light panel.

## Description of Remedy :

Description of Remedy Program : Gillig will issue a vehicle software update at no cost to owner.

How Remedy Component Differs from Recalled Component : The software update will prevent the rear stop lights and light panel telltales from flashing when the regenerative braking system disable switch is engaged.

Identify How/When Recall Condition : All vehicles with a BAE hybrid drive system produced after 6/07/2016 were either held at GILLIG's manufacturing facility until a FMVSS

was Corrected in Production : complaint software update could be installed, or received new FMVSS compliant software during production.

**Recall Schedule :**

Description of Recall Schedule : Recall notices will be sent as soon as NHTSA approves the draft letter.

Planned Dealer Notification Date : JUN 24, 2016 - JUL 01, 2016

Planned Owner Notification Date : JUN 24, 2016 - JUL 01, 2016

\* NR - Not Reported