

# Part 573 Safety Recall Report

## 22V-276

**Manufacturer Name :** Gillig, LLC**Submission Date :** JUN 08, 2022**NHTSA Recall No. :** 22V-276**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Gillig, LLC

Address : 451 Discovery Drive  
LIVERMORE CA 94551

Company phone : 1-800-735-1500

**Population :**

Number of potentially involved : 592

Estimated percentage with defect : 100 %

**Vehicle Information :**

Vehicle 1 : 2014-2021 GILLIG LOW FLOOR

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

**Descriptive Information :** In certain Gillig Low Floor transit buses equipped with a rear chassis mounted optional auxiliary energy ultracapacitor feature installed as original equipment or with a service part, the engine can be started and can run for several minutes, until the ultracapacitor power is drained, with the battery disconnect switch in the "OFF" position.

Production Dates : MAY 21, 2014 - NOV 10, 2021

VIN Range 1 : Begin : 15GGD2719E1185222 End : 15GGE2712M3196496  Not sequential**Description of Defect :**

**Description of the Defect :** The controls for rear-mounted ultracapacitors were not designed to detect that the master battery disconnect switch is in the OFF position and thus do not open/de-energize the ultracapacitor contactors when the battery disconnect switch is in the OFF position. If the ultracapacitor does not detect that the master battery switch is in the OFF position this can potentially allow the contactors to remain closed, back feed the 24V system and, if multiple other redundant protocols each are not followed by transit agency personnel, potentially allow the engine to be started with the master battery switch in the OFF position.

FMVSS 1 : NR

FMVSS 2 : NR

**Description of the Safety Risk :** If the ultracapacitor contactors are closed the ultracapacitor can energize the 24-volt system even with the master battery disconnect switch in the OFF position. If the ignition run switch is then turned ON and the engine start button is depressed, the engine may start unexpectedly posing an increased

**Description of the Cause :** risk of injury to personnel present or performing maintenance operations in or around the engine compartment at that time.  
The controls for rear chassis mounted ultracapacitors were not designed to detect the master battery disconnect switch in the "OFF" position.

Vehicles with ultracapacitors mounted at the front of the bus are excluded from this recall. These configurations have the ultracapacitor connected on the battery side of the master battery disconnect switch and are therefore fully isolated from the starting system when the master battery disconnect switch is in the "OFF" position.

**Identification of Any Warning that can Occur :** Prior to starting maintenance operations in the engine compartment, personnel are advised to take multiple redundant steps to prevent the engine from being started including putting the ignition select switch on the rear run box in the OFF position and attaching a "Do Not Operate" tag on the engine start switches and controls in the driver's compartment. Further instructions for personnel advise before starting the engine to ensure personnel are safely clear of the bus.

### Involved Components :

**Component Name 1 :** Vanner Ultracapacitor

**Component Description :** Ultracapacitor system for auxiliary energy supply

**Component Part Number :** 13-72000-001/002

**Component Name 2 :** KBI Ultracapacitor

**Component Description :** Ultracapacitor system for auxiliary energy supply

**Component Part Number :** 13-72017-006

### Supplier Identification :

#### Component Manufacturer

**Name :** NR

**Address :** NR

NR

**Country :** NR

**Chronology :**

See attached CHRONOLOGY document.

**Description of Remedy :**

**Description of Remedy Program :** The remedy provides detection and controls for opening/de-energizing the ultracapacitor contactors when the master battery switch is in the OFF position. A software update is required for buses equipped with the rear chassis mounted Vanner system. A hard wire update is required for buses equipped with the rear chassis mounted KBI system. GILLIG will notify owners of the safety recall. All affected vehicles will be inspected and if necessary corrected at no cost to the customer. GILLIG will reimburse owners for any prenotification repair costs incurred to repair the issue that is subject of this recall.

**How Remedy Component Differs from Recalled Component :** A different software program for the Vanner Ultracapacitor system and a hard rewire for the KBI system.

**Identify How/When Recall Condition was Corrected in Production :** The recall condition does not present itself in current production units. Any bus delivered by GILLIG after 01/27/2021 (Vanner) and 11/10/2021 (KBI) is free from the defect.

**Recall Schedule :**

**Description of Recall Schedule :** Owners notification letters will be mailed per enclosed schedule.

**Planned Dealer Notification Date :** NR - NR

**Planned Owner Notification Date :** JUN 24, 2022 - JUN 24, 2022

\* NR - Not Reported