



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V144

Manufacturer Name: Gillig, LLC

Submission Date: Jul 17, 2026

NHTSA Recall No.: 26V144

Manufacturer Recall No.:

Manufacturer Information

Population

Manufacturer Name: Gillig, LLC

Address: 451 Discovery Drive
LIVERMORE CA, 94551

Total number of potentially involved: 424

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2023-2026 GILLIG LOW FLOOR

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Transit Bus

Fuel / Propulsion: Hybrid Electric Vehicle

Production Dates: Oct 13, 2023 - Feb 15, 2026

Number of potentially involved: 424

Descriptive Information:

GILLIG is recalling all 35- and 40-foot Low Floor transit buses equipped with the Allison eGenFlex Diesel-hybrid propulsion system and where the high voltage cable was produced by a specific sub-supplier. The recall population is based on production records.

Defect / Noncompliance Description

Description of the defect or noncompliance:

The high-voltage cable that connects the roof-mounted inverter to the drive unit installed on the chassis of a population of GILLIG Low-Floor hybrid buses, contains a splice connection that reduces the amp capacity rating of the high-voltage cable below the design requirements.

FMVSS1:

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

In certain operating conditions requiring high current demand, if there is insufficient amp capacity the high-voltage cable may overheat and damage the high-voltage cable, compromising the isolation of the high-voltage current. If the high-voltage cable overheats, this may increase the risk of an isolated

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thermal event or, if there is combustible material present in the vicinity of the high voltage cable, potentially a vehicle fire.

Description of the cause:

Identification of any warning that can occur:

A warning telltale (Stop-hybrid) may illuminate on the driver's dashboard to indicate a system fault.

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name:

Address:

Country:

Involved Components

Component Name 1: High-voltage drive cable

Component Description: Connects the inverter to the drive unit

Component Part Number: 50-66701-029

Component Name 2: High-voltage drive cable

Component Description: Connects the inverter to the drive unit

Component Part Number: 50-66701-030

Chronology

On December 4, 2025, GILLIG customer care received a report of a localized thermal event occurring at the roof mounted high-voltage cable line on a GILLIG low-floor transit bus with an eGen diesel-hybrid propulsion system. There were no injuries as a result of the event. The same day, GILLIG also received reports of isolation faults with the high-voltage cables of buses using the same diesel-hybrid propulsion system. In each instance, the high-voltage cable lines were manufactured by the same supplier.

GILLIG initiated an investigation and in conjunction with the supplier of the high voltage cable began to analyze the issue.

Beginning in January 2026, the analysis initially focused on any potential manufacturing issues with the high voltage cable's installation on the bus and with a specific focus on the crimp connection of the two

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cables. As of mid-February 2026, no manufacturing issues were found. The investigation then shifted to examine the supplier's process for splicing the high voltage cable and whether this may have had any impact on the overall ampacity rating and electrical current carrying capability of the high voltage cable. That analysis was led by the high-voltage cable supplier. In the interim, GILLIG reviewed whether its own processes for clamping the high-voltage cables onto the bus may have contributed to the events. This possibility was ruled out after further analysis.

On February 17, 2026 GILLIG was made aware of two high-voltage cables which triggered isolation faults on a low floor bus using the same diesel-hybrid propulsion system. In late February 2026, GILLIG received the high voltage cables returned from this vehicle where one cable showed the presence of burn marks, suggesting an over-current situation. In early March 2026, it was identified that the splice connection used by the high-voltage cable supplier was extending beyond the cable coating. This splicing practice was not intended in the design for this cable. The investigation further identified that this practice reduced the ampacity rating of the cable, so that in certain operating conditions where there is high power demand, the electrical current from the powertrain could exceed the now reduced capacity of the high-voltage cable.

On March 5, 2026, GILLIG decided to conduct a recall to address this issue. GILLIG is aware of 4 localized thermal events potentially related to this issue with no reports of injury and five warranty claims potentially related to this issue.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Replace

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

GILLIG will implement an interim corrective action that consists of a power derating of the hybrid powertrains currently in operations through a software re-program. This action is intended to restrict the current demand of the electric drive below the maximum limit allowed by the existing high-voltage cable design. Once available, the permanent corrective action will consist of a newly designed high-voltage cable that will meet the full current capacity demand of the application and updated software that will restore the powertrain to its full operating power. GILLIG will be responsible for notifying all vehicle owners involved in the campaign and providing a remedy at no cost to the customer.

How remedy component differs from recalled component:

Once available, GILLIG will replace the high voltage cables in affected vehicles with a newly designed cable that operates with sufficient electrical current capacity.

Identify how/when recall condition was corrected in production:

The issue was contained at the vehicle manufacturing plant on 02/15/2026. All vehicles in the pre-delivery lot will have the newly designed high-voltage cable installed before shipping to customers.

Reimbursement Plan

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Pursuant to 49 CFR 577.11(e), GILLIG requests to be exempted from providing a pre-notification reimbursement plan. Pre-notification product failures would have been addressed under the terms of GILLIG's warranty.

Period of reimbursement:**Costs to be reimbursed:****Address for reimbursement claims:**

Recall Schedule

Description of recall schedule:

Recall notices will be sent as soon as NHTSA approves the draft letter. GILLIG does not have a dealer network. Therefore, dealer notification is not required for this recall.

Planned Dealer Notification Date:☒ No Dealers**Planned Interim Owner Notification Date:** Apr 01, 2026 - Apr 01, 2026☐ No Owners**Planned Remedy Owner Notification Date:** Jul 20, 2026 - Jul 31, 2026☐ Phased Recall**Date when VIN will be searchable:**