



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V629

Manufacturer Name: Greenpower Motor Company Inc.

Submission Date: Oct 05, 2026

NHTSA Recall No.: 26V629

Manufacturer Recall No.: GP2604002

Manufacturer Information

Population

Manufacturer Name: Greenpower Motor
Company Inc.

Address: 3016 Kansas Ave, Building
14
Riverside CA, 92507

Total number of potentially involved: 94

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2018-2024 GREENPOWER EV STAR

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Other

Fuel / Propulsion: Electric Battery Power

Production Dates: Jan 01, 2018 - Sep 29, 2026

Number of potentially involved: 87

Descriptive Information:

GreenPower identified all U.S. lift equipped units sold through it's database.

Vehicle 2: 2020-2023 GREENPOWER EV Star Mobility Plus

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Other

Fuel / Propulsion: Electric Battery Power

Production Dates: Jan 01, 2018 - Sep 29, 2026

Number of potentially involved: 7

Descriptive Information:

GreenPower identified all U.S. lift equipped units sold through it's database.

N.B. 2 units are final stage built on WEICHA I YANGZHOU YAXING COMMERCIAL VEHICLE CO LTD
LA9BHCD16P0LYB477

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LA9BHCD18P0LYB478

Defect / Noncompliance Description

Description of the defect or noncompliance:

The Interlock logic was not functioning correctly on these lift equipped units.

FMVSS1:**FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

If operator/driver does not set the park brake the vehicle, if on an incline, could begin to roll.
If driver/operator releases the park brake with the wheelchair lift deployed, the vehicle could roll, be placed in drive or reverse and moved. If either takes place, there is a safety risk, including crash, death, or injury.

Description of the cause:

Interlock logic for vehicle operational software was not properly added on these lift equipped units.

Identification of any warning that can occur:

If operator/driver does not set the park brake the vehicle, if on an incline, could begin to roll.

Component Manufacturer

Tier of Supplier:**Supplier Type:****Name:****Address:****Country:**

Involved Components

Component Name 1:**Component Description:****Component Part Number:**

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Chronology

February 2026 – Initial Report - NHTSA forwarded a video identifying concerns about the interaction between the wheelchair lift and the

vehicle - a NANO-BEAST school bus.

The video showed that the operators did not follow the proper driver procedure, which required the parking brake to be applied after the

vehicle was placed in neutral and before the driver left the seat.

With the lift platform partially deployed—possibly because of a relaxed or failed control valve in the subject bus—concerns arose

regarding the interlock logic specified in 49 CFR 571.403, S6.10, Interlocks, including S6.10.1 and S6.10.2.

During manual deployment of the lift, lift movement could interrupt power and potentially allow the accessible bus to roll if the parking

brake was not set.

When the lift was manually stowed, the vehicle stopped moving.

March–July 2026 – FMEA and Interlock Assessment. Green Power Motor (GPM) representatives conducted failure mode and effects

analysis (FMEA) reviews to identify the cause of the potential condition and assess whether the interlock design complied with the

vehicle non-movement requirements in 49 CFR 571.403.

GPM determined that the standard is not intended to establish interlock controls in non-powered/manual operation.

GPM determined that the interlock control logic required by S6.10.1 and S6.10.2 was intended to operate in conjunction with the driver

engaging the parking brake, emergency brake, or another “in-park” condition.

GPM decided to update the system so that activation of the lift triggers the hill-hold function, preventing the bus from rolling backward or

forward while the lift is in use.

Corrective action was identified for approximately 102 vehicles across different configurations of the 2018–2024 EV Star, 2020–2023 EV

Star Mobility Plus, and 2021 Nano-Beast model lines. July 2026–Present – Corrective Action. GPM is finalizing testing and programming

updates to address the design-related non-compliance defect. Release of the notification and deployment of the corrective action are

scheduled for early to mid-October.

No additional reports of this condition have been received since the February 2026 incident.

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Related NHTSA Recall Number: TBD

Description of Remedy

Remedy Type: Software

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

physical update control module software logic.

How remedy component differs from recalled component:

Control module software logic will control lift operation only when interlock engaged.

Identify how/when recall condition was corrected in production:

Control module software logic will control lift operation only when Park Brake interlock engaged.

Reimbursement Plan

Recall Schedule

Description of recall schedule:

October 12th - 26th, 2026 - MAILED/EMAILED TO AFFECTED CUSTOMERS (DATES MAY CHANGE)

Planned Dealer Notification Date: Oct 12, 2026 - Oct 26, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Oct 12, 2026 - Oct 26, 2026 ☐ Phased Recall

Date when VIN will be searchable: