GILLIG

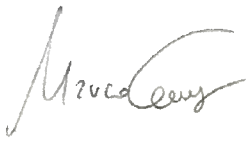
Administrator
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Reference: NHTSA ID 19V262

Pursuant to 49 U.S.C. 30118(d) and 49 C.F.R. Part 556, please see Gillig LLC's attached petition for inconsequential treatment regarding a non-compliance of a limited population of Gillig buses with regard to the starter interlock requirements specified in FMVSS 102, Section 3.1.3.

Thank you for consideration of this request.

Sincerely,



Marco Genova
Product Safety & Compliance Manager
Gillig LLC
451 Discovery Drive
Livermore, CA 94551
(510) 264-3833
marco.genova@gillig.com

Gillig, Inc. - Petition for Inconsequential Noncompliance

I. Background.

Gillig, LLC ("Gillig") is a limited liability company with its principal place of business in Livermore, California. Gillig is a manufacturer of transit buses that are offered in a variety of powertrain options. The Allison family of bus automatic transmissions are one of these options. On February 14, 2019, Allison Transmission Inc. ("ATI") conducted an OEM product audit review at Gillig's headquarters in Livermore, California. ATI discovered a conventional bus equipped with an ATI B400R transmission had cranked while the shift selector drive command was selected, thus causing a condition that is non-compliant with Federal Motor Vehicle Safety Standard No. 102 "Transmission shift position sequence, starter interlock and transmission braking effect."

II. Description of the issue.

Subsequent to ATI's product review audit, Gillig, in concert with ATI, conducted a comprehensive review and discovered that a population of 925 buses[1] equipped with ATI transmission models B400R, B3400R and B500R are potentially non-compliant with FMVSS 102 (Section 3.1.3), which specifies that the engine starter shall be inoperative when the transmission shift position is in a forward or reverse drive position.

The potentially non-compliant condition occurs as follows: when the ignition switch is in the ON position, the engine is stopped, the shift selector is in the "Forward" or "Reverse" position, and the start button is depressed, the starter cranks the engine, but the transmission does not engage because, according the ATI, the shifter is in an inhibited state. With the engine then running, the vehicle operator must perform four separate actions in a specific sequence to engage the

[1] These buses were manufactured between December 23, 2013 and February 25, 2019.

transmission and move the vehicle under power, specifically a) place foot on brake b) select neutral c) select a gear d) remove foot from foot brake. Fortunately, however, because the transmission controller defaults the transmission to neutral after an engine start, there is no risk of unintentional vehicle movement, and thus no safety risk arises as a result of the non-compliant condition.

Pursuant to 49 CFR Section 573.5, Gillig filed a non-compliance defect report and presented a remedy plan to NHTSA consisting in a re-programming software for the vehicle body control modules of all vehicles affected. *See* Recall No. 19V-262 (noncompliance with FMVSS 102, Section 3.1.3). After reviewing the initial submission, and in light of the non-safety related nature of the issue, on April 18, 2019, NHTSA recommended that Gillig file a petition for inconsequential non-compliance. Gillig hereby requests inconsequential treatment with regard to the affected vehicle population pursuant to 49 U.S.C. 30118(d) and 49 C.F.R. Part 556.

III. Conclusion.

Based upon the foregoing data and information, Gillig requests that the agency issues a finding that any noncompliance with the starter interlock requirements of FMVSS 102 is inconsequential to motor vehicle safety.

Company Name:	**First Name:**
Country:	**Last Name:**
Address 1:	**Position:**
Address 2:	**Email:**
City:	**Phone:**
State:	
Zip/Postal Code:	

Chronology of Defect / Noncompliance Determination

Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision: (*2000 character limit*)

02/14/2019: Allison Transmission Inc. (ATI) conducted a field performance audit at GILLIG headquarters and discovered a conventional bus B400R cranked while the shift selector drive command was selected.
03/20/2019: ATI notified GILLIG about their findings, implying a possible non-compliance with FMVSS 102
03/21/2019: GILLIG initiated an internal investigation to determine root cause and possible corrective actions.
03/22/2019: Root cause and compliance analysis demonstrated vehicle operational safety and confirmed ATI's original position on non-compliance with FMVSS 102.
03/28/2019: GILLIG determined the total vehicle population that is affected by the issue
03/29/2019: GILLIG decided to voluntarily file a formal safety recall with NHTSA

Identify the Remedy

Describe the defect/noncompliance remedy program, including the manufacturer's plan for reimbursement.	The ATI ETC7 transmission message will be used in lieu of the ETC2 on all affected vehicles.
Describe what distinguishes the remedy component from the recalled component.	The bus main body controller model will use the ETC7 message in lieu of the ETC2 message to control engine starter function.
Identify and describe how and when the recall condition was corrected in production.	All new buses manufactured after February 25, are using the ETC7 transmission message.

Recall Schedule:

Describe the recall schedule for notifications:	GILLIG plans to send out owner notification letters between April 20 and May 20 2019
Planned Dealer Notification Begin Date:	April 20, 2019
Planned Dealer Notification End Date:	May 20, 2019
Planned Owner Notification Begin Date:	April 20, 2019
Planned Owner Notification End Date:	May 20 2019
Manufacturer's identification code for this recall (if applicable):	N/A

Please be reminded that owner notification letters must be mailed no more than 60 days from submission of this report.

Manufacturer Comments to NHTSA Staff

Part 573 Safety Recall Report

19V-262

Manufacturer:	**GILLIG LLC** 451 Discovery Drive Livermore CA 94551 Marco Genova Safety & Compliance Manager 510-264-3833

Are you reporting a: Safety Defect ☐ Non-Compliance ☒

☒ Please select this box if you intend to file a petition pursuant to 49 CFR 556

Vehicle Information:

Model Yr. Start:	2013	Model Yr. End:	2019
Make:	GILLIG LLC		
Model:	LOW FLOOR		
Type:	BUSES, MEDIUM & HEAVY VEHICLES		
Body Style:	OTHER		
Powertrain:	ALL		
Production Dates:	Begin: 12/23/2013	End:	02/25/2019

Descriptive Information: (*2000 character limit*)
The engine starter remains operational when the transmission shift selector position is in forward or reverse drive position.

VIN (Vehicle Identification Number) Range

Begin: 15GGD2715E1182783 End: 15GGD3114K3192609 ☒ Not sequential VINs

Number potentially involved: 925 **Estimated percentage of involved with defect:** 100%

Describe the defect or noncompliance: (*2000 character limit*)
The engine starter is operational when the transmission shift selector is in forward or reverse drive position thus creating a non-compliance with the "starter interlock" requirements of FMVSS 102 Sec. 3.1.3.

If a noncompliance, provide the applicable FMVSS:
FMVSS 102 "Transmission shift position sequence, starter interlock and transmission braking effect"

If applicable, provide any further FMVSS affected:
N/A

Description of the Cause: (*2000 character limit*)
Allison Transmission controller message (ETC2) rather than ETC7, was used on a limited population of GILLIG buses.

Description of the Safety Risk: (*2000 character limit*)
There is no safety risk. With the ignition switch in the ON position and the engine stopped, the shift selector in the "Forward" or "Reverse" position, when the start button is depressed the starter would crank the engine but the transmission would not be engaged so there is no risk of unintentional vehicle movement.

Identify any warning which can precede or occur: (*2000 character limit*)
N/A

☐ Check if this recall only affects products in certain geographic regions.

If applicable, identify the manufacturer of the defective or noncompliant component. If the manufacturer of the component is unknown, provide the information for the company that supplied the subject component.

Component manufacturer ☐ Company Information

Component manufacturer is unknown, information is for our supplier ☐ Company Contact Information

Part 573 Safety Recall Report 19V-262

Manufacturer Name : Gillig LLC
Submission Date : APR 01, 2019
NHTSA Recall No. : 19V-262
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 : 165
Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2018-2019 Gillig Low Floor
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : ALL
Power Train : NR
Descriptive Information : The engine starter remains operational when the transmission shift position is in forward or reverse drive position
Production Dates : FEB 13, 2018 - FEB 25, 2019
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Description of Noncompliance :

Description of the Noncompliance : The engine starter is operational when the transmission shift selector is in forward or reverse drive position thus violating the “starter interlock” requirements of FMVSS 102 Sec. 3.1.3.
FMVSS 1 : 102 - Trans shift lever seq/starter interlock/trans braking effect
FMVSS 2 : NR
Description of the Safety Risk : There is no risk on safety. With the ignition switch in the ON position and the engine stopped, a “Forward” or “Reverse” shift selection would not cause the transmission to engage. Nevertheless, the engine starter would remain operational and able to crank the engine upon driver’s demand.
Description of the Cause : An inappropriate Allison Transmission controller module (ETC2) rather than ETC7, has been used on a limited population of Gillig buses.
Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name :	NR
Address :	NR
	NR
Country :	NR

Chronology :

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03/20/2019: ATI notified Gillig about their findings, implying a possible non-compliance with FMVSS 102
03/21/2019: Gillig initiated an internal investigation to determine root cause and possible corrective actions.
03/22/2019: Root cause and compliance analysis demonstrated vehicle operational safety and confirmed ATI's original position on non-compliance with FMVSS 102.
03/28/2019: Gillig determined the total vehicle population that is affected by the issue
04/01/2019: Gillig decided to voluntarily file a formal safety recall with NHTSA

Description of Remedy :

Description of Remedy Program :	The ATI ETC7 transmission controller will be installed in lieu of the ETC2 on all affected vehicles.
How Remedy Component Differs from Recalled Component :	A different controller model equipped with a "crank enable" message broadcasted via vehicle CAN.
Identify How/When Recall Condition was Corrected in Production :	All new buses manufactured after February 25, 2019 have been and will be equipped with the ETC7 transmission module

Recall Schedule :

Description of Recall Schedule :	Gillig plans to send out owner notification letters between April 20 and May 20 2019
Planned Dealer Notification Date :	APR 20, 2019 - MAY 20, 2019
Planned Owner Notification Date :	APR 20, 2019 - MAY 20, 2019

* NR - Not Reported