

# Part 573 Safety Recall Report

# 21V-705

**Manufacturer Name :** Gillig, LLC  
**Submission Date :** SEP 10, 2021  
**NHTSA Recall No. :** 21V-705  
**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 :** 15  
**Estimated percentage with defect :** 100 %

**Vehicle Information :**

**Vehicle 1 :** 2020-2021 GILLIG LOW FLOOR BATTERY ELECTRIC  
**Vehicle Type :** BUSES, MEDIUM & HEAVY VEHICLES  
**Body Style :** ALL  
**Power Train :** NR

**Descriptive Information :** Cummins has recently launched campaign 21E-083 to recall a population of Electric Drivetrain Systems consisting of high voltage batteries and other components to control and distribute high voltage to a drive motor and other components. According to Cummins, the override switch of the system protection feature that allows the driver to temporarily override the high voltage shutdown, may not function without warning to the driver when a system shutdown fault occurs. If this occurs, it may increase the risk of a crash.

These systems were sold as original equipment in a population of GILLIG battery electric transit buses and, therefore, GILLIG is recalling the bus population equipped with these systems and that may be affected by the issue.

**Production Dates :** OCT 08, 2020 - MAR 10, 2021

**VIN Range 1 : Begin :** 15GGD2817L3195442 **End :** 15GGD2818M3192809  Not sequential

**Description of Defect :**

**Description of the Defect :** As determined by Cummins, due to an incorrect parameter setting that may exist in units that received a hardware and software update in the field, under certain circumstances, the high voltage shutdown override switch may not function, without warning the driver, when a system shutdown fault occurs.

**FMVSS 1 :** NR

**FMVSS 2 :** NR

**Description of the Safety Risk :** If the vehicle shuts down sooner than the driver expects, the driver may have insufficient opportunity to move the vehicle to a safe location, increasing the risk of a crash.

**Description of the Cause :** As specified by Cummins, the high voltage shutdown override switch input was moved from the Cummins-supplied System Control Module (SCM) to the OEM-supplied Body Controller. In the new configuration, the Body Controller communicates the switch input status to the SCM through a J1939 CAN message. On certain vehicles that were upfit in the field to the new configuration, the SCM may not have been configured to correctly recognize the override switch input status.

**Identification of Any Warning that can Occur :** NR

## Involved Components :

**Component Name 1 :** N/A

**Component Description :** N/A

**Component Part Number :** N/A

## Supplier Identification :

### Component Manufacturer

**Name :** CUMMINS

**Address :** 500 Central Avenue  
Columbus Indiana 47202

**Country :** United States

## Chronology :

09/08/2021 GILLIG received notification about a new NHTSA recall campaign #21E-083 filed by Cummins. The propulsion system OEM provided a list of system serial numbers potentially affected by the subject issue.  
09/08/2021 GILLIG completed population analysis and identified 15 vehicles potentially affected by this recall.  
09/10/2021 GILLIG notified NHTSA by filing a formal vehicle recall.

## Description of Remedy :

**Description of Remedy Program :** Cummins will administer this recall. The remedy consists in connecting the Cummins INSITE Service Tool to the SCM, verify the parameter settings for the System Protection Override Switch, and update parameter settings if necessary. As specified by Cummins and pursuant to 49 CFR 577.11 (e), Cummins and GILLIG request to be exempt from providing notification of a reimbursement plan. Any pre-notification product failure would have been addressed under the manufacturer's limited warranty. Accordingly, no person would be eligible for reimbursement pursuant to 573.13.

**How Remedy Component Differs from Recalled Component :** The remedy involves changing parameter settings. No component (hardware or software) is involved in the recall. The remedy can be confirmed by connecting a Cummins INSITE Service Tool to the SCM and viewing the appropriate parameter settings.

**Identify How/When Recall Condition was Corrected in Production :** The recall condition does not present itself in production units. It only presents itself if an older system is updated to the system configuration that began production after May 21, 2021. Therefore, any new bus delivered by GILLIG will be inherently free from the defect.

## Recall Schedule :

**Description of Recall Schedule :** Recall notices will be sent in coordination with Cummins recall notices.

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

**Planned Owner Notification Date :** NOV 01, 2021 - NOV 01, 2021

\* NR - Not Reported