#### The information contained in this report was submitted pursuant to 49 CFR §573

# 25V-204

Number of potentially involved :

Estimated percentage with defect : 4 %

**Population :** 

## Part 573 Safety Recall Report

Manufacturer Name :Bollinger Motors, Inc.Submission Date :APR 02, 2025NHTSA Recall No. :25V-204Manufacturer Recall No. :NR

#### Manufacturer Information :

Manufacturer Name : Bollinger Motors, Inc. Address : 14925 W 11 Mile Rd. Oak Park MI 48237 Company phone : 5867857351

#### Vehicle Information :

| Vehicle 1 :<br>Vehicle Type :<br>Body Style :<br>Power Train : | 2025-2025 Bollinger Motors B4<br>BUSES, MEDIUM & HEAVY VEHICLES<br>OTHER<br>HYBRID ELECTRIC   |  |
|--|---|--|
| Descriptive Information :                                      | <ul> <li>The HV battery pack manufacturer determined that the production shift to a new facility where it assembles the pack lacked proper torque control on the fasteners that secure the top cover and might have resulted in some of the fasteners not having seated properly which could potentially cause a leak with a potential risk for compromising electrical isolation.</li> <li>The first alpha character of the pack serial number is the manufacturing location which identifies the suspect packs from the total population.</li> <li>36 Units from the total suspect lot were identified to have been shipped to Bollinger Motors, which effects 18 vehicles given each vehicle has two packs.</li> </ul> |  |
| Production Dates :   | DEC 18, 2024 - JAN 14, 2025   |  |
| VIN Range 1:   | Begin :       7WE45CN54SL000031       End :       7WE45CN54SL000031       Image: Not sequential   |  |
| VIN Range 2 :  | Begin :       7WE45CN5XSL000079       End :       7WE45CN5XSL000086       Image: Not sequential   |  |
| VIN Range 3 :  | Begin :7WE45CN56SL000094End :7WE45CN5XSL000101Image: Not sequential   |  |
|  |   |  |
| Description of Defect :  |   |  |

| Description of the Defect :      | An unseated fastener may exist along the center spline of the battery pack. This condition can create a leak path into the battery pack, potentially compromising the electrical isolation or creating a high voltage short circuit (localized heating within the battery pack). |
|----------------------------------|--|
| FMVSS 1 :                        | NR   |
| FMVSS 2 :                        | NR   |
| Description of the Safety Risk : | Under certain conditions, the leak can cause a loss of electrical isolation and risk of smoke, battery fire, shock hazard or result in loss of motive power  |



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### Part 573 Safety Recall Report

| Description of the Cause :                        | (LOMP) due to fault detection.<br>The cause of the leak path into the battery pack is an improperly installed<br>fastener into the battery pack's top cover. |
|---|--|
| Identification of Any Warning<br>that can Occur : | Battery Management System will set an isolation fault sending a DTC signal to the vehicle.   |

#### **Involved Components :**

| Component Name 1:       | HV Battery Pack                 |
|-------------------------|---------------------------------|
| Component Description : | High Voltage Battery Pack - ONE |
| Component Part Number : | B3PBA-00033481-A.2              |

#### **Supplier Identification :**

#### **Component Manufacturer**

Name : Our Next Energy Address : 45145 Twelve Mile Road Novi Michigan 48377 Country : United States

#### **Chronology**:

3/14: Our Next Energy received a report of an isolation fault set on a commercial vehicle being stored outside at an OEM facility. 3/17: Our Next Energy's field service technician confirmed the loss of isolation around the HV bus and confirmed water intrusion had occurred into the pack through a leak path left by an unseated fastener. The pack was then debussed by removing several bus bars reducing the greatest measurable voltage to 26 Volts. The truck was then deemed safe to move to another location with a lift allowing the pack to be removed from vehicle and returned to ONE on 3/25.

3/18: ONE sorted inventory in-house visually finding 4 packs with an unseated fastener. These packs were leak tested with positive pressure finding that the positive pressure expands the battery pack walls and "passes" the unseated fastener condition. These packs were then leak tested with vacuum (negative pressure) finding that this method "fails" these packs for leaks (pulls the sealing surface inward challenging the sealing joint formed by the fasteners).

3/18: Our Next Energy determined the issue can be inspected by vacuum leak test or visual inspection by confirming the sealing washer is protruding out and is "seated" against the matting surface.

3/19: Our Next Energy issued a Quality Bulletin via email to all customers notifying them of the concern and requesting access to their inventory for inspection.

3/20: Our Next Energy determined the scope of product at risk for this condition by identifying serial numbers

### that had been leak test with positive pressure and battery packs that had not been visually inspected for seated fastener during Safe Launch (previous contract Mfg.). 3/28: ONE indicated that a batch of the suspect lot packs were supplied to Bollinger Motors and that it had made its 573 filing. **Description of Remedy :** Description of Remedy Program : The suspect lot of battery packs have been determined to be isolated to vehicles currently within Bollinger Motors yard & control. So, the battery pack manufacturer (ONE) will conduct the required inspection and repair of all effected packs in each of the vehicles at Bollinger Motors facilities. Suspect packs will be visually inspected confirming seated fastener with protruding seal against mating surface and vacuum leak tested. Serial numbers will be tracked on a containment work sheet. If failure is found 1) Check for Isolation 2) HIPOT Test 3) Pull lid for evidence of water 4) If Water Found - De-Energize Pack and return to ONE.... If pass all checksreassemble top cover, vacuum leak test, and confirm pack is clear of DTC. These actions will result in the remedy being applied prior to delivery of any vehicle to dealers and will not require a reimbursement plan. How Remedy Component Differs Battery Pack Serial Numbers were used to distinguish suspect battery from Recalled Component : packs from total population. Identify How/When Recall Condition As provided by ONE's 573 filing: was Corrected in Production : 1) Updating the torque controller process parameters to ensure fasteners achieve torque and are seated. Timing TBD 2) Update the assembly process to include negative (vacuum) leak test which will pull the cover inward challenging the joint being leak tested. Please note that positive pressure leak test will also remain in place. 3) Require visual inspection and witness mark of each fastener as a redundant verification for seated fastener condition. **Recall Schedule :** Description of Recall Schedule : Vehicles identified to contain the suspect lot of packs is currently in yard hold at Bollinger Motors with none of the vehicles in dealer lots or customer usage. So, there is no planned communication to dealer or owners. Planned Dealer Notification Date : NR - NR Planned Owner Notification Date : NR - NR

\* NR - Not Reported

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