

Part 573 Safety Recall Report

22V-321

Manufacturer Name : Blue Bird Body Company**Submission Date :** MAY 11, 2022**NHTSA Recall No. :** 22V-321**Manufacturer Recall No. :** R22BW (SB)**Manufacturer Information :****Manufacturer Name :** Blue Bird Body Company**Address :** P.O. Box 937
402 Blue Bird Boulevard Fort Valley
GA 31030**Company phone :** 478-822-2242**Population :****Number of potentially involved :** 53**Estimated percentage with defect :** 100 %**Vehicle Information :****Vehicle 1 :** 2023-2023 Blue Bird Vision**Vehicle Type :** BUSES, MEDIUM & HEAVY VEHICLES**Body Style :** OTHER**Power Train :** DIESEL

Descriptive Information : It has been determined that certain Blue Bird Vision (BBCV) School Buses equipped with an Allison transmission have incorrect starter interlock settings in the vehicle software. Affected buses will allow the engine to crank while the T-handle gear shifter is in Reverse or Drive. This issue is not compliant with FMVSS 49 CFR Part 571, Subpart B, §571.102, Section S3.1.3 (a.k.a. FMVSS 102); Transmission Shift Position Sequence, Starter Interlock, and Transmission Braking Effect. When the vehicle is cranked while the T-handle shifter is in a drive gear, a 'Range Inhibit' error is displayed in the vehicle cluster. While the 'Range Inhibit' error is active, the transmission will not engage the clutch, which will prevent the vehicle from lurching forward or rearward. This issue was created when the vehicle software was changed on March 23, 2022, to accommodate vehicles with a park pawl feature.

Production Dates : APR 12, 2022 - MAY 03, 2022**VIN Range 1 : Begin :**

NR

End : NR Not sequential

Description of Noncompliance :

Description of the Noncompliance : It has been determined that certain Blue Bird Vision (BBCV) School Buses equipped with an Allison transmission have incorrect starter interlock settings in the vehicle software. Affected buses will allow the engine to crank while the T-handle gear shifter is in Reverse or Drive. This issue is not compliant with FMVSS 49 CFR Part 571, Subpart B, §571.102, Section S3.1.3 (a.k.a. FMVSS 102); Transmission Shift Position Sequence, Starter Interlock, and Transmission Braking Effect. When the vehicle is cranked while the T-handle shifter is in a drive gear, a 'Range Inhibit' error is displayed in the vehicle cluster. While the 'Range Inhibit' error is active, the transmission will not engage the clutch, which will prevent the vehicle from lurching forward or rearward. This issue was created when the vehicle software was changed on March 23, 2022, to accommodate vehicles with a park pawl feature.

FMVSS 1 : 102 - Trans shift lever seq/starter interlock/trans braking effect

FMVSS 2 : NR

Description of the Safety Risk : If the clutch were to allow the automatic transmission to engage, the vehicle could move forward or backward unexpectedly while attempting to start the unit, thus increasing the risk of injury to those in close proximity to the exterior front or rear of the bus.

Description of the Cause : It has been determined that certain Blue Bird Vision (BBCV) School Buses equipped with an Allison transmission have incorrect starter interlock settings in the vehicle software. Affected buses will allow the engine to crank while the T-handle gear shifter is in Reverse or Drive. This issue is not compliant with FMVSS 49 CFR Part 571, Subpart B, §571.102, Section S3.1.3 (a.k.a. FMVSS 102); Transmission Shift Position Sequence, Starter Interlock, and Transmission Braking Effect. When the vehicle is cranked while the T-handle shifter is in a drive gear, a 'Range Inhibit' error is displayed in the vehicle cluster. While the 'Range Inhibit' error is active, the transmission will not engage the clutch, which will prevent the vehicle from lurching forward or rearward. This issue was created when the vehicle software was changed on March 23, 2022, to accommodate vehicles with a park pawl feature.

Identification of Any Warning that can Occur : If the unit has the incorrect software version, and is started while in gear, there will be a "range inhibit" message displayed on the instrument cluster.

Involved Components :

Component Name 1 : Vehicle S19 File

Component Description : Individual Vehicle Software File (unique to each unit, and stored by Body Number)

Component Part Number : N/A Vehicle software file is stored on a dedicated Blue Bird server, available to our dealers.

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

Chronology :

On May 2, 2022, an issue was raised by the Blue Bird internal Production team about a BBCV unit with an Allison transmission that could be cranked while in a drive gear. The Blue Bird Engineering Team reviewed the affected unit and determined root cause to be incorrect starter interlock settings in the vehicle software. This issue was reviewed in Blue Bird's Critical Issue Review Group (CIRG) and determined to not be in compliance with FMVSS 102, Transmission Shift Position Sequence, Starter Interlock, and Transmission Braking Effect. A Stop Ship was approved on May 9, 2022 to contain all units still remaining on Blue Bird's property. There have been no reports from the field related to this issue.

Description of Remedy :

Description of Remedy Program : To correct this condition, an updated vehicle software version has been created which will require the T-handle gear shifter physically be in the Neutral Position before the starter can be energized. All affected vehicles will need to have the A Zone multiplex reflashed with the updated S19 file. Blue Bird will reimburse the labor cost of the repair related to this recall at no cost to the Dealer or to the vehicle owner. If the modifications directed by this notification were performed on your bus prior to the receipt of this recall notification, provide a copy of the work order/invoice to campaignsparts@blue-bird.com to Blue Bird for Warranty consideration.

How Remedy Component Differs from Recalled Component : The remedy component is a Allison transmission equipped vehicle S19 software file that was created after 5/9/2022, and does not allow the starter to engage if the unit is not in neutral.

Identify How/When Recall Condition was Corrected in Production : A Stop Ship was approved on May 9, 2022 to contain all units still remaining on Blue Bird's property. A new unit specific S19 file is loaded into the zone A multiplex module to correct the undelivered units.

Recall Schedule :

Description of Recall Schedule : Dealer and Owner Notifications are to be issued on or before July 6, 2022. Parts are not required. Blue Bird will reimburse the labor cost of the repair related to this recall

at no cost to the Dealer or to the vehicle owner. If the modifications directed by this notification were performed on your bus prior to the receipt of this recall notification, provide a copy of the work order/invoice to campaignparts@blue-bird.com to Blue Bird for Warranty consideration.

Planned Dealer Notification Date : JUL 06, 2022 - JUL 06, 2022

Planned Owner Notification Date : JUL 06, 2022 - JUL 06, 2022

* NR - Not Reported