

IMPORTANT SAFETY RECALL NOTICE

August 16, 2022

GILLIG Campaign ID 22V-548 referencing Cummins Campaign ID 22E-060

<Name>

<Title>

<Property>

<Address>

<City>, <State> <ZIP>

Attn: <Name>

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

GILLIG is recalling a population of battery electric transit buses manufactured between 01/16/2019 and 06/02/2022, equipped with Cummins energy storage systems. Cummins has decided that its energy storage systems contain a defect which relates to motor vehicle safety.

What The Issue Is:

Cummins Inc. has issued safety recall i.d. 22E-060 to correct an issue with internal coolant leaks that may develop within the battery pack, potentially creating a high voltage short circuit via the conduction path through the coolant. An internal coolant leak may lead to gases and/or smoke venting from the battery pack thus increasing the risk of a fire. Consequently, GILLIG is recalling the affected vehicle population as required by NHTSA regulations.

What GILLIG Will Do For You:

Cummins Inc. will notify all of the owners of affected buses as soon as the repair campaign becomes available and will provide you with next steps on how to have your bus(es) repaired. In the meantime, GILLIG recommends refreshing your drivers and service technicians on the appropriate operating procedure to follow if your bus's "HV Exposure" and "Stop EV" lamps illuminate.

As indicated by Cummins, if your bus starts to experience a coolant leak, it will cause an isolation fault to set and a "High Voltage (HV) exposure" and "Stop EV" lamp will be displayed on the dashboard. If a battery coolant leak occurs when the vehicle is being operated, then the vehicle will become inoperable and you will need to get all passengers off the bus. In addition, GILLIG also recommends isolating the vehicle by moving it to an open space if possible. Thereafter, you should contact a Cummins authorized service provider to schedule a service event.

Should a coolant leak in the battery occur when the key switch is OFF, then no visual or audible indicator on the dash will appear

until the vehicle is next turned ON. At that time the “HV Exposure Lamp” and “Stop EV” lamps will illuminate and operators should take appropriate actions as per the protocol described above.

Until your bus can be repaired by Cummins, GILLIG recommends turning ON the master run control of the bus at least once every day to verify whether the “HV exposure” and “Stop EV” lamps on the dashboard are both illuminated indicating that a High Voltage isolation fault was detected by the system diagnostics.

As an additional proactive action, GILLIG will provide you with an updated section of the operator’s manual that includes a more detailed explanation of the safety protocols described above and a diagnostic & troubleshooting process flowchart.

**What We Are Asking
You To Do:**

- 1. Review the enclosed VIN list to ID the buses affected by this recall.***
- 2. Familiarize with the safety protocol and troubleshooting process outlined in this letter and in the updated section of the operator’s manual.***
- 3. Once you receive notification from Cummins that the repair for this issue is ready, please contact your local Cummins Service Provider to schedule the repair.***
- 4. After completion of the repair, return the VIN sheet stating that the recall service has been completed.***

Any questions regarding this information should be directed to your local Cummins distributor or dealer. If needed, GILLIG will facilitate communication with Cummins.

If, after having attempted to take advantage of this recall, you believe you have not been able to have your bus remedied without charge and within a reasonable amount of time, you may submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Ave., S.E., Washington, D.C., 20590; or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or go to <http://www.safercar.gov>.

Federal regulations require that any vehicle lessor receiving the recall notice must forward a copy of this notice to the vehicle lessee within ten days.

GILLIG Campaign ID Number: 22V-548

August 16, 2022

Page 3

We regret any inconvenience that this situation may cause you. GILLIG wants to assure you that we are concerned about customer safety and your continued satisfaction with our products.

Sincerely,

GILLIG, LLC

Victor Doran

Executive Director, Quality & Service

CC: Mr. Greg Vismara, V.P., Engineering, GILLIG LLC

Mr. Marco Genova, Manager Product Safety & Compliance, GILLIG LLC

Attachments:

Attachment #1: updated page of the service manual

Attachment #2: updated sticker for the driver's manual

Attachment #1



LOW FLOOR

HV EXPOSURE

An isolation detection system monitors the separation of the high-voltage system and the low-voltage system and chassis. The “HV Exposure” indicator (Figure 1-1) will always be accompanied by the “Stop EV” indicator (Figure 1-1), which means a critical EV system fault has been detected. An electronic buzzer will sound continuously and propulsion may be disabled immediately. This is similar to a typical stop engine indicator. You may be able to override the shutdown in order to park the bus in a safe location. See “Stop System Override” for more information and procedures.



Figure 1-1, Stop EV and HV Exposure Indicator Lamps

Once you are safely stopped, apply the parking brake, select neutral on the push-button shift selector, evacuate all passengers per your company’s standard procedures, and turn the Master Run Control to OFF. After the bus is stopped and the parking brake is set, both contactors in all HV battery packs will be opened to shut down HV. This eliminates possible exposure to HV from a damaged HV wire or component. See the diagnostic flow chart (Figure 1-2) for the troubleshooting process to follow.

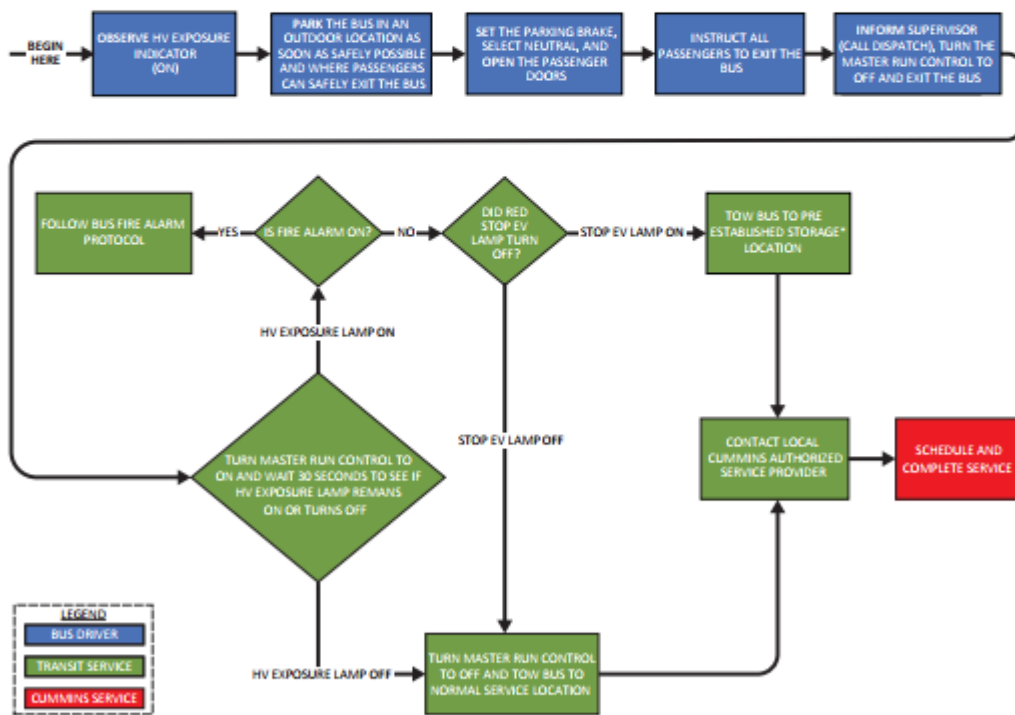


Figure 1-2, HV Exposure Diagnostic Flow Chart

Attachment #2



The “HV Exposure” indicator will always be accompanied by a “Stop EV” indicator, which means a critical EV system fault has been detected. An electronic buzzer will sound continuously and propulsion may be disabled immediately. This is similar to a typical stop engine indicator. You may be able to override the shutdown in order to park the bus in a safe location. See “Stop System Override” for more information and procedures.

Once you are safely stopped, apply the parking brake, select neutral on the push-button shift selector, evacuate all passengers per your company’s established procedures, and switch the Master Run Control to OFF. Call your Supervisor for instructions and assistance.