

**Chronology of Defect / Noncompliance Determination****573.6 (c) (6) (7)**

Amendment 03/12/2026 -

From 11/2025 throughout 2/2026, ITCA continued in-depth static and dynamic stress testing of the stabilizer bar components. Results of the dynamic testing of the CL6 truck with the bar removed passed all quantitative and qualitative design requirements. In December 2025, Isuzu informed NHTSA of its intention to proceed to remove the CL6 stabilizer bar as the remedy for those trucks. However, for the CL7 truck, testing with the bar removed passed all quantitative requirements but failed to pass Isuzu's qualitative assessment. Isuzu judged that the CL7 truck should retain the bar to meet Isuzu's standards for qualitative steering feel and that additional in-depth dynamic analysis of the stabilizer bar assembly should be conducted to determine stress levels in each component. These further testing results indicated high stress in two of the four stabilizer bar bracket mounting studs. ITCA determined that further analysis would be required to fully understand the relationship between the stress within the mounting studs and the variations in the bracket dimensions.

On 2/25/2026, Isuzu concluded the analysis of the strain data collected during the dynamic testing. Results verified that brackets with undersized internal pocket dimensions created excessive stress within the studs, and with time would lead to fatigue failure of the studs due to cyclical stresses. Brackets produced to proper specifications were verified to reduce stress levels in the studs and eliminate the cyclical stress fatigue concern.

From 2/25/2026 to 3/5/2026, Isuzu researched repair requirements for both new and in-service vehicles. Unsold inventory vehicles were found to only require new brackets, whereas in-service vehicles were found to require brackets, stud replacement, and stabilizer plate replacement. The additional components required for in-service vehicles were required to address and resolve any potential fatigue in those related components due to a vehicle in operation with an undersized bracket.

On 3/5/2026, Isuzu determined the repair plan for both new and in-service vehicles. Due to component sourcing lead time for in-service vehicles a decision was also made to send a supplemental interim letter for in-service Class 7 trucks providing information about an interim inspection protocol. The purpose of the interim inspection protocol is to provide an opportunity for a customer to detect the onset of rear mounting stud looseness or breakage and enable them to take proactive steps to prevent the stabilizer bar from separating completely from the vehicle during the period of production challenges for the ultimate remedy. The supplemental interim letter consists of a notification to customers recommending daily visual inspections of the stabilizer bar assembly with instructions to the customers on how to respond to visual evidence of stabilizer bar looseness or breakage. This interim inspection protocol would remain in place until an adequate inventory of remedy components is available.