



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

## 25V295

**Manufacturer Name:** Daimler Trucks North America, LLC

**Submission Date:** Jul 07, 2025

**NHTSA Recall No.:** 25V295

**Manufacturer Recall No.:** F1019

### Manufacturer Information

### Population

**Manufacturer Name:** Daimler Trucks North  
America, LLC  
**Address:** 4747 N. Channel Avenue  
Portland OR, 97217-3849

**Total number of potentially involved:** 68  
**Estimated percentage with defect:** 100%

### Vehicle Information

**Vehicle 1:** 2025-2025 Freightliner Cascadia

**Product Category:** Buses, Medium & Heavy Vehicles

**Product Type:**

**Fuel / Propulsion:** Compression Ignition Fuel

**Production Dates:** Oct 29, 2024 - Oct 29, 2024

**Number of potentially involved:**

**Descriptive Information:**

The recall population includes certain model year 2025 Freightliner Cascadia, Business Class M2, 114SD and model year 2025 Western Star 49X vehicles configured with combined air reservoir volume less than 12:1 ratio of brake chamber volume. The population was determined based on a review of production records. Vehicles outside the recall population have sufficient air reservoir volumes.

**Vehicle 2:** 2025-2025 Freightliner Business Class M2

**Product Category:** Buses, Medium & Heavy Vehicles

**Product Type:**

**Fuel / Propulsion:** Compression Ignition Fuel

**Production Dates:** Jun 03, 2024 - Dec 02, 2024

**Number of potentially involved:**

**Descriptive Information:**

The recall population includes certain model year 2025 Freightliner Cascadia, Business Class M2, 114SD and model year 2025 Western Star 49X vehicles configured with combined air reservoir volume less than 12:1 ratio of brake chamber volume. The population was determined based on a review of production records. Vehicles outside the recall population have sufficient air reservoir volumes.

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**Vehicle 3:** 2025-2025 Freightliner 114 SD

**Product Category:**

**Product Type:**

**Fuel / Propulsion:** Compression Ignition Fuel

**Production Dates:** Oct 30, 2024 - Nov 15, 2024

**Number of potentially involved:**

**Descriptive Information:**

The recall population includes certain model year 2025 Freightliner Cascadia, Business Class M2, 114SD and model year 2025 Western Star 49X vehicles configured with combined air reservoir volume less than 12:1 ratio of brake chamber volume. The population was determined based on a review of production records. Vehicles outside the recall population have sufficient air reservoir volumes.

**Vehicle 4:** 2025-2025 Western Star 49X

**Product Category:** Buses, Medium & Heavy Vehicles

**Product Type:**

**Fuel / Propulsion:** Compression Ignition Fuel

**Production Dates:** Oct 21, 2024 - Nov 21, 2024

**Number of potentially involved:**

**Descriptive Information:**

The recall population includes certain model year 2025 Freightliner Cascadia, Business Class M2, 114SD and model year 2025 Western Star 49X vehicles configured with combined air reservoir volume less than 12:1 ratio of brake chamber volume. The population was determined based on a review of production records. Vehicles outside the recall population have sufficient air reservoir volumes.

### Defect / Noncompliance Description

**Description of the defect or noncompliance:**

Certain model year 2025 Freightliner Cascadia, Business Class M2, 114SD and model year 2025 Western Star 49X vehicles fail to conform to the Federal Motor Vehicle Safety Standard No. 121, Air Brake Systems. The provision at S5.1.2.1 requires the combined volume of all service reservoirs and supply reservoirs to be at least 12 times the combined volume of all service brake chambers. The affected vehicles may have been inadvertently produced with service and supply reservoirs total volumes that do not have at least a 12:1 ratio reservoir capacity to the combined volume of all service brake chambers.

**FMVSS1:** 121 - Air brake systems

**FMVSS2:**

**Description of the safety risk, including crash, fire, death, injury:**

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On the affected vehicles, an insufficient capacity to volume ratio can affect service brake performance if several brake applications are required over a short period. This may result in reduced brake effectiveness could increase the risk of a vehicle crash.

**Description of the cause:****Identification of any warning that can occur:**

Low air warning telltale would illuminate before reduced brake effectiveness would occur.

**Component Manufacturer****Tier of Supplier:****Supplier Type:**

**Name:** Daimler Truck North America

**Address:** 4747 N. Channel Avenue  
Portland OR, 97217

**Country:** United States

**Involved Components**

**Component Name 1:** Air Tank

**Component Description:** Air Tank

**Component Part Number:** 12-18860-000

**Component Name 2:** Air Tank

**Component Description:** Air Tank

**Component Part Number:** 12-18860-001

**Component Name 3:** Air Tank

**Component Description:** Air Tank

**Component Part Number:** 12-23973-001

**Component Name 4:** Air Tank

**Component Description:** Air Tank

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**Component Part Number:** 12-24693-000

**Component Name 5:** Air Tank

**Component Description:** Air Tank

**Component Part Number:** 12-24725-000

## Chronology

In and around early April 2025, DTNA identified an issue related to the tool used to verify air tank capacity and initiated a product investigation. DTNA's review of vehicle specifications and volume calculations revealed a potential issue relating to air chamber and air tank sizing requirements where certain vehicles may have been produced with an undersized air reservoir capacity in relation to brake chamber volume which would not meet the requirements of FMVSS 121, S5.1.2.1. DTNA also identified that the verification tool intended to send automatic alerts in the event of insufficient air capacity was not performing as intended. On April 30, 2025, out of an abundance of caution, DTNA decided to conduct a recall for this issue. No field reports, customer complaints, or warranty claims have been found relating to this issue, and there are no known accidents, injuries, or deaths related to it.

On June 23, 2025 DTNA amended its Part 573 Report to provide a description of the final remedy for this recall.

Following the prior amendment, the NHTSA portal appears not to list the planned dealer and notification dates. On July 7, 2025 DTNA resubmitted the earlier-submitted dates. For the record, those earlier submitted dates are: May 27, 2025 Dealer Notification and July 6, 2025 Owner Notification.

**Related NHTSA Recall Number:**

## Description of Remedy

**Remedy Type:**

**Consumer Advisories:**  Do Not Drive  Park Outside

**Description of remedy program:**

An authorized Daimler Truck North America service facility will replace or install an additional air tank. Repairs will be performed by Daimler Trucks North America authorized service facilities. Copies of the reimbursement plan will be submitted as a supplemental report when available.

**How remedy component differs from recalled component:**

**Identify how/when recall condition was corrected in production:**

**Part 573 Safety Recall Report****25V295****Reimbursement Plan****Description of reimbursement program:****Period of reimbursement:****Costs to be reimbursed:****Address for reimbursement claims:****Recall Schedule****Description of recall schedule:**

Customer notification will be made by first class mail using Daimler Trucks North America records to determine the customers affected.

**Planned Dealer Notification Date:** May 27, 2025 - May 27, 2025  No Dealers**Planned Interim Owner Notification Date:**  No Owners**Planned Remedy Owner Notification Date:** Jul 04, 2025 - Jul 04, 2025  Phased Recall**Date when VIN will be searchable:**