



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

## 25V603

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

**Submission Date:** Oct 16, 2025

**NHTSA Recall No.:** 25V603

**Manufacturer Recall No.:** D25R2

### Manufacturer Information

### Population

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

**Total number of potentially involved:** 343  
  
**Estimated percentage with defect:** 1%

### Vehicle Information

**Vehicle 1:** 2026-2026 THOMAS BUILT BUSES SAF-T-LINER C2

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

**Product Type:** Other

**Fuel / Propulsion:** Compression Ignition Fuel

**Production Dates:** Mar 25, 2025 - Mar 25, 2025

**Number of potentially involved:** 1

#### Descriptive Information:

The recall population includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2, Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model year 2024-2026 Western Star 47X and 49X. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

**Vehicle 2:** 2025-2026 WESTERN STAR 49X

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

**Product Type:** Other

**Fuel / Propulsion:** Compression Ignition Fuel

**Production Dates:** Jul 02, 2024 - Aug 25, 2025

**Number of potentially involved:** 28

#### Descriptive Information:

The recall population includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2, Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model

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year 2024-2026 Western Star 47X and 49X. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

### Vehicle 3: 2024-2026 FREIGHTLINER BUSINESS CLASS M2

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

**Product Type:** Other

**Fuel / Propulsion:** Compression Ignition Fuel

**Production Dates:** Oct 16, 2023 - Sep 05, 2025

**Number of potentially involved:** 186

#### Descriptive Information:

The recall population includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2, Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model year 2024-2026 Western Star 47X and 49X. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

### Vehicle 4: 2026-2026 FTL eCascadia

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

**Product Type:** Other

**Fuel / Propulsion:** Electric Battery Power

**Production Dates:** Feb 18, 2025 - Apr 09, 2025

**Number of potentially involved:** 2

#### Descriptive Information:

The recall population includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2, Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model year 2024-2026 Western Star 47X and 49X. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

### Vehicle 5: 2025-2026 FREIGHTLINER 114SD

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

**Product Type:**

**Fuel / Propulsion:** Compression Ignition Fuel

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**Production Dates:** Sep 06, 2024 - Mar 25, 2025

**Number of potentially involved:** 7

**Descriptive Information:**

The recall population includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2, Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model year 2024-2026 Western Star 47X and 49X. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

**Vehicle 6:** 2026-2026 FCCC S2C 106

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

**Product Type:** Other

**Fuel / Propulsion:** Compression Ignition Fuel

**Production Dates:** Feb 07, 2025 - Feb 07, 2025

**Number of potentially involved:** 1

**Descriptive Information:**

The recall population includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2, Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model year 2024-2026 Western Star 47X and 49X. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

**Vehicle 7:** 2025-2026 FCCC MT 45G

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

**Product Type:** Other

**Fuel / Propulsion:** Spark Ignition Fuel

**Production Dates:** Oct 08, 2024 - May 15, 2025

**Number of potentially involved:** 13

**Descriptive Information:**

The recall population includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2, Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model year 2024-2026 Western Star 47X and 49X. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

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**25V603****Vehicle 8:** 2025-2026 FCCC S2RV 106**Product Category:****Product Type:****Fuel / Propulsion:** Compression Ignition Fuel**Production Dates:** May 16, 2024 - Apr 10, 2025**Number of potentially involved:** 17**Descriptive Information:**

The recall population includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2, Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model year 2024-2026 Western Star 47X and 49X. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

**Vehicle 9:** 2025-2026 FCCC MT 55G**Product Category:** Buses, Medium & Heavy Vehicles**Product Type:** Other**Fuel / Propulsion:** Spark Ignition Fuel**Production Dates:** Dec 20, 2024 - Mar 12, 2025**Number of potentially involved:** 2**Descriptive Information:**

The recall population includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2, Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model year 2024-2026 Western Star 47X and 49X. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

**Vehicle 10:** 2025-2026 FREIGHTLINER CASCADIA**Product Category:** Buses, Medium & Heavy Vehicles**Product Type:** Other**Fuel / Propulsion:** Compression Ignition Fuel**Production Dates:** Nov 04, 2024 - Aug 22, 2025**Number of potentially involved:** 52**Descriptive Information:**

The recall population includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2,

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Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model year 2024-2026 Western Star 47X and 49X. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

**Vehicle 11:** 2024-2026 WESTERN STAR 47X

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

**Product Type:** Other

**Fuel / Propulsion:** Compression Ignition Fuel

**Production Dates:** Nov 13, 2023 - Aug 25, 2025

**Number of potentially involved:** 30

**Descriptive Information:**

The recall population includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2, Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model year 2024-2026 Western Star 47X and 49X. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

**Vehicle 12:** 2026-2026 FREIGHTLINER 108SD

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

**Product Type:** Other

**Fuel / Propulsion:** Compression Ignition Fuel

**Production Dates:** Feb 07, 2025 - Feb 10, 2025

**Number of potentially involved:** 2

**Descriptive Information:**

The recall population includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2, Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model year 2024-2026 Western Star 47X and 49X. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

**Vehicle 13:** 2024-2024 FCCC MT 55G

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

**Product Type:** Other

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**Fuel / Propulsion:** Compressed Natural Gas

**Production Dates:** Aug 28, 2023 - Oct 05, 2023

**Number of potentially involved:** 2

## Descriptive Information:

The recall population includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2, Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model year 2024-2026 Western Star 47X and 49X. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

## Defect / Noncompliance Description

### Description of the defect or noncompliance:

A defect, which relates to motor vehicle safety, exists in includes certain model year 2024 - 2026 Freightliner Custom Chassis S2RV 106, MT45G, MT 55G , S2C 106, model year 2024-2026 Freightliner 108SD, 114SD, Business Class M2, Cascadia , eCascadia , model year 2026 Thomas Built Buses (non school) Saf-T-Liner C2 and model year 2024-2026 Western Star 47X and 49X vehicles that were built with a front axle that underwent a rework process. In the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was properly installed.

**FMVSS1:**

**FMVSS2:**

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

If the tie rod castle nut was not properly torqued and/or a cotter pin was not properly installed, it could result in a loss of steering control without warning increasing the risk of a crash.

### Description of the cause:

### Identification of any warning that can occur:

Driver may experience some additional free-play in the steering and/or feel an improper steering alignment.

## Component Manufacturer

**Tier of Supplier:** Tier 1

**Supplier Type:** OEM

**Name:** Daimler Truck North America

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

**Country:** United States

## Involved Components

**Component Name 1:** Tie Rod Assembly

**Component Description:** Tie Rod Assembly

**Component Part Number:** MBA6803306603, MBA6803306803, MBA6803307003  
MBA6803307303, MBA6803307403, MBA6803307803 MBA6803307903

**Component Name 2:** Tie Rod Assembly

**Component Description:** Tie Rod Assembly

**Component Part Number:** MBA6803308803, MBA6803309003, MBA6813300303 MBA6813300403,  
MBA6813300603

## Chronology

On August 14, 2025, Detroit Diesel Corporation (DDC) received a tie rod through the warranty return process that had been reported to have separated from the front axle. An internal inspection by DDC and DTNA suggested that the cotter pin may not have been properly installed based on the presence of grease and debris in the cotter pin hole and that the castle nut was not properly installed. It was hypothesized that the issues with the cotter pin contributed to the castle nut backing off the joint, leading it to separate from the front axle. In the course of further investigation of this issue, it was discovered that the axle had undergone a rework process but did not have proper torque records from after the rework had been performed. Other axles were identified that received rework on the tie rod ball joint and did not have records confirming proper torque had been applied during the rework process. Besides this vehicle, DTNA and DDC are not aware of any other warranty claims or reports for vehicles potentially related to this issue. There have been no reports of death or injury related to this issue. On September 4, 2025 DTNA decided to conduct a safety recall to address affected vehicles.

On September 22, 2025, DTNA is submitting an amendment to the defect information report to redesignate certain vehicle models. The recall population has not changed.

On October 16 2025, DTNA is submitting an amendment to the defect information report to provide remedy for this recall.

**Related NHTSA Recall Number:**

## Description of Remedy

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**Remedy Type:** Inspect, Replace

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

**Description of remedy program:**

A Daimler Truck North America authorized service facility will inspect the installation of the tie rod. If necessary, a new tie rod assembly will be installed. Repairs will be performed free of charge by Daimler Truck North America authorized service facilities. Details of the reimbursement plan will be included in the owner's notification letter. Owners are directed to seek reimbursement through authorized dealers.

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

The tie rod ball joint castle nut will be confirmed to be properly torqued and a cotter pin properly installed.

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

The defect was addressed in production on or about August 21, 2025 when documentation of torque values for the tie rod ball joint resumed.

## Reimbursement Plan

Manufacturer used general reimbursement plan on file.

## 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:** Oct 01, 2025 - Oct 01, 2025 ☐ No Dealers

**Planned Interim Owner Notification Date:** ☐ No Owners

**Planned Remedy Owner Notification Date:** Nov 10, 2025 - Nov 10, 2025 ☐ Phased Recall

**Date when VIN will be searchable:**