



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V604

Manufacturer Name: Daimler Trucks North America, LLC

Submission Date: Sep 11, 2025

NHTSA Recall No.: 25V604

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: 95
Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2025-2026 TBB SAF-T-LINER HDX

Product Category: Buses, Medium & Heavy Vehicles

Product Type: School Bus

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Oct 30, 2023 - Nov 27, 2024

Number of potentially involved: 5

Descriptive Information:

The recall population includes certain model year 2025 and 2026 Thomas Built Buses Saf-T-Liner C2, Saf-T-Liner C2 Jouley, Saf-T-Liner EFX and Saf-T Liner HDX school busses. 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: 2026-2026 TBB SAF-T-LINER EFX

Product Category: Buses, Medium & Heavy Vehicles

Product Type: School Bus

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Nov 14, 2024 - Nov 14, 2024

Number of potentially involved: 1

Descriptive Information:

The recall population includes certain model year 2025 and 2026 Thomas Built Buses Saf-T-Liner C2, Saf-T-Liner C2 Jouley, Saf-T-Liner EFX and Saf-T Liner HDX school busses. For the affected vehicles, it cannot be confirmed that the tie rod castle nut was properly torqued and/or that a cotter pin was

Part 573 Safety Recall Report

25V604

properly installed. For vehicles produced outside this time period, there is documentation confirming that the tie rod castle nut was properly torqued.

Vehicle 3: 2026-2026 THOMAS BUILT BUSES SAF-T-LINER C2 JOULEY

Product Category: Buses, Medium & Heavy Vehicles

Product Type: School Bus

Fuel / Propulsion: Electric Battery Power

Production Dates: Feb 20, 2025 - Apr 30, 2025

Number of potentially involved: 9

Descriptive Information:

The recall population includes certain model year 2025 and 2026 Thomas Built Buses Saf-T-Liner C2, Saf-T-Liner C2 Jouley, Saf-T-Liner EFX and Saf-T Liner HDX school busses. 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: 2025-2026 THOMAS BUILT BUSES SAF-T-LINER C2

Product Category: Buses, Medium & Heavy Vehicles

Product Type: School Bus

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Mar 13, 2024 - Aug 18, 2025

Number of potentially involved: 80

Descriptive Information:

The recall population includes certain model year 2025 and 2026 Thomas Built Buses Saf-T-Liner C2, Saf-T-Liner C2 Jouley, Saf-T-Liner EFX and Saf-T Liner HDX school busses. 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 certain 2025 and 2026 Thomas Built Buses Saf-T-Liner C2, Saf-T-Liner C2 Jouley, Saf-T-Liner EFX and Saf-T Liner HDX school buses 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:

Part 573 Safety Recall Report

25V604

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

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

Part 573 Safety Recall Report

25V604

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.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type:

Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

DTNA is preparing the remedy, which is currently under development. 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:

Part 573 Safety Recall Report**25V604**

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: