



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:** Oct 16, 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:** 99  
**Estimated percentage with defect:** 1%

### Vehicle Information

**Vehicle 1:** 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 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

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

**Vehicle 3:** 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:** 84

**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 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.

## 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:**

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## 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

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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 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

**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

**Part 573 Safety Recall Report****25V604****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:**