



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V719

Manufacturer Name: Isuzu Motors Limited

Submission Date: Dec 08, 2025

NHTSA Recall No.: 25V719

Manufacturer Recall No.: V2506

Manufacturer Information

Population

Manufacturer Name: Isuzu Motors Limited
Address: 46401 Commerce Center
Drive
Plymouth MI, 48170-2473

Total number of potentially involved: 17,084
Estimated percentage with defect: 73%

Vehicle Information

Vehicle 1: 2018-2026 CHEVROLET 6500XD

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Truck

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Oct 31, 2017 - Mar 31, 2025

Number of potentially involved: 877

Descriptive Information:

This recall applies to all 2018MY-2026MY Chevrolet 6500XD models produced and shipped prior to the Stop Ship issued for another safety recall on September 12, 2025.

Vehicle 2: 2018-2026 ISUZU FTR

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Truck

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: May 08, 2017 - Aug 14, 2025

Number of potentially involved: 15,283

Descriptive Information:

This recall applies to all 2018MY-2026MY Isuzu FTR models produced and shipped prior to the Stop Ship issued for another safety recall on September 12, 2025.

Vehicle 3: 2023-2026 CHEVROLET 7500XD

Part 573 Safety Recall Report**25V719****Product Category:** Buses, Medium & Heavy Vehicles**Product Type:****Fuel / Propulsion:** Compression Ignition Fuel**Production Dates:** Oct 12, 2022 - Mar 19, 2025**Number of potentially involved:** 42**Descriptive Information:**

This recall applies to all 2023MY-2026MY Chevrolet 7500XD models produced and shipped prior to the Stop Ship issued for another safety recall on September 12, 2025.

Vehicle 4: 2022-2026 ISUZU FVR**Product Category:** Buses, Medium & Heavy Vehicles**Product Type:** Truck**Fuel / Propulsion:** Compression Ignition Fuel**Production Dates:** Oct 06, 2021 - Aug 06, 2025**Number of potentially involved:** 882**Descriptive Information:**

This recall applies to all 2022MY-2026MY Isuzu FVR models produced and shipped prior to the Stop Ship issued for another safety recall on September 12, 2025.

Defect / Noncompliance Description**Description of the defect or noncompliance:**

Isuzu has received reports of broken front axle stabilizer bar brackets. In rare instances, these failures have led to the detachment of the front stabilizer bar and the bracket. Isuzu's investigation has determined that the root cause was dimensional non-conformance by the bracket supplier. Specifically, some brackets were manufactured with inner dimensions below the minimum dimensional specification. This deviation caused excessive stress on both the bracket and the mounting studs during installation, increasing the likelihood of material fatigue and eventual failure.

FMVSS1:**FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

If one of the mounting studs for the stabilizer bar bracket breaks, the bracket will no longer be securely attached to the stabilizer plate. This can lead to stress concentrations and crack formation within the bracket, eventually causing it to fracture and detach from the vehicle. If the vehicle continues to be driven in this condition, the stabilizer bar or stabilizer bar brackets may vibrate loose and fall off, creating road debris that could be a potential road hazard to other vehicles, increasing a risk of a crash.

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Description of the cause:

Isuzu sources the stabilizer brackets from a Tier 1 supplier, but a recent investigation revealed that the supplier was not manufacturing the inner dimensions of these brackets according to design specifications. This issue stemmed from a partial collapse of the hot box hollow core within the casting mold, coupled with the supplier's failure to verify the dimensions using the go/no-go gauge, which had been implemented to address similar concerns in April 2020. As a result of the undersized internal dimensions, the bracket's mounting surface fails to fully mate to the stabilizer plate when the bracket is inserted around the stabilizer bar. When the mounting studs in the stabilizer plate are torqued, the bracket is drawn toward the stabilizer plate, leading to overstressing of the studs. Over time, this condition can weaken the mounting studs, ultimately resulting in breakage. If this occurs, the bracket will be unable to adequately support the load exerted by the stabilizer bar during the vehicle's front suspension articulation, which can cause the bracket to crack and eventually break.

Identification of any warning that can occur:

A metallic clunking or banging noise may be heard from the front end of the vehicle while driving over rough terrain or when entering or exiting an incline or decline such as a driveway.

Component Manufacturer

Tier of Supplier: Tier 1
Supplier Type: Other
Name: Grede Iron Foundry of Biscoe
Address: 530 E. Main St.
 Biscoe NC, 27209
Country: United States

Involved Components

Component Name 1: BRACKET; STAB BAR TO FRAME
Component Description: BRACKET; STABILIZER BAR TO FRAME
Component Part Number: 8983219170

Chronology

On 2/11/2020, a field report (warranty case) was issued for a stabilizer bar bracket failure which resulted in a complaint of a clunking noise from the front suspension. This stabilizer bar did not separate from the vehicle. Isuzu requested to have the parts returned in order to begin an investigation.

On 4/8/2020, INAC QA opened the issue in US-SA internal quality meeting and began discussing it in the weekly quality meetings with Isuzu engineering and the stabilizer bar bracket supplier (Grede) to

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understand the failure. During this time Grede Informed Isuzu that they had found a partial collapse of the hot box hollow core during the bracket casting process, which caused the inside pocket width to be too narrow. According to Grede, a misalignment of the machining fixture caused the pocket depth of the stabilizer bar bracket to be too shallow.

On 4/17/2020, Grede implemented a 100% QC process and added a go/no-go swipe gage to verify pocket width and depth met design specifications. Parts that failed the QC check were manually reworked until they passed the gauge. Isuzu engineering monitored for further actions.

On 6/15/2020, Isuzu received a report from the leaf spring supplier to address breakage of the rear mounting stud for the stabilizer bar bracket. The supplier's report for the 1 field case indicated that the bolt material and dimensions were to specifications and that the stud experienced bending forces which resulted in its eventual failure.

On 5/11/2021, Isuzu received a second report from the leaf spring supplier to address continued field reports of breakage of the rear mounting stud for the stabilizer bar bracket. The supplier's report for the 1 field case again indicated that the bolt material and dimensions were to spec and that the stud experienced bending forces which resulted in its eventual failure.

On 6/30/2022, Isuzu received a third report from the leaf spring supplier to address field reports of breakage of a corroded rear mounting stud for the stabilizer bar bracket. Similar to the first two cases, the third case indicated that the bolt material and dimensions met specifications, and that the stud experienced longitudinal forces which resulted in its eventual failure.

On 3/30/2023, ITCA drafted an analysis on the stabilizer bar bracket pocket depth. The report indicated that the fitment of the stabilizer bar may possibly be improved by reducing the pocket depth spec of the stabilizer bar bracket from 50.0 +/- 0.8mm to 50.0mm +/- 0.15mm.

On 10/20/2023, Isuzu considered an internal Engineering Change Request (ECR) to begin the process of changing suppliers for the bracket / stabilizer system in order to improve the control of the bracket dimensions during manufacturing, but this ECR was neither finalized nor adopted.

On 10/11/2024, Grede submitted a Product Change Request (PCR) to Isuzu to implement a solid 3D printed core to better control pocket dimensions, but Grede experienced technical difficulties and was not able to implement this 3D printed core into production.

On 5/20/2025, Isuzu received 3 Field Product Reports (FPRs) from a large fleet customer which stated that in three of its vehicles the stabilizer bars were found missing during vehicle inspections. Following receipt of these reports, Isuzu began an internal investigation into the issue. This investigation included FEA analysis and fatigue analysis, as well as inspections of new stabilizer bars and brackets.

On 7/9/2025, ITCA analyzed the stabilizer bar bracket and on the stabilizer bar bolt. The analysis indicated that the failure may be from localized yielding of the bolt and eventual progressive failure from fatigue.

On 9/4/2025, Isuzu reported to Grede that recently inspected components were out of specification.

On 9/25/2025, Isuzu began working with Grede to implement 100% containment sort, using go/no-go gage for pocket width and depth. Isuzu also requested a robust remedial improvement (process + design + tolerance) – such as secondary precision machining of critical dimensions of the cast surfaces to improve interference stress levels.

On 10/15/2025, Isuzu decided to conduct a safety recall.

Related NHTSA Recall Number:

Description of Remedy

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Remedy Type:**Consumer Advisories:** Do Not Drive Park Outside**Description of remedy program:**

This remedy program will be launched in stages.

For the Class 6 Isuzu FTR and Chevrolet 6500XD the remedy program will consist of the removal of the stabilizer bar and two stabilizer bar brackets. In the event a broken mounting stud or stabilizer plate is present, the stud or leaf spring assembly will also be replaced.

For the Class 7 Isuzu FVR and Chevrolet 7500XD the remedy program is still under development.

How remedy component differs from recalled component:

For the Class 6 Isuzu FTR and Chevrolet 6500XD the trucks will no longer contain stabilizer brackets with the dimensional defect.

For the Class 7 Isuzu FVR and Chevrolet 7500XD the remedy component is still TBD.

Identify how/when recall condition was corrected in production:

A Stop Ship at the factory was placed on all Isuzu FTR/FVR and Chevrolet 6500XD/7500XD vehicles on September 12, 2025 for a separate safety recall. All vehicles shipped after this date will be remedied before release.

Reimbursement Plan

Description of reimbursement program:

If a customer has already paid for repairs to address the condition covered by this safety recall, they may be eligible to have those costs reimbursed. A form will be included with the customer notification which explains the terms under which reimbursement may be available and how to request reimbursement.

Period of reimbursement:**Costs to be reimbursed:**

Any parts and labor cost paid for repair of the front stabilizer bar assembly due to a failed stabilizer bar bracket or broken mounting stud.

Address for reimbursement claims:

1400 S. Douglass Road
Suite 100
Anaheim CA, 92806

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Recall Schedule

Description of recall schedule:

For additional information, Isuzu owners may contact Isuzu Customer Relations at 1-866-441-9638 and Chevrolet owners may contact the GM Medium Duty Truck assistance line at 1-800-862-4389.

Planned Dealer Notification Date: Dec 05, 2025 - Dec 05, 2025 No Dealers

Planned Interim Owner Notification Date: Dec 10, 2025 - Dec 12, 2025 No Owners

Planned Remedy Owner Notification Date: Dec 10, 2025 - Dec 12, 2025 Phased Recall

Date when VIN will be searchable: