



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V737

Manufacturer Name: Mazda North American Operations

Submission Date: Nov 26, 2025

NHTSA Recall No.: 25V737

Manufacturer Recall No.: 7925J

Manufacturer Information

Population

Manufacturer Name: Mazda North American
Operations
Address: 1025 Connecticut Avenue,
NW
Suite 910
Washington DC, 20036

Total number of potentially involved: 1,007
Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2025-2025 MAZDA CX-50 HYBRID

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion: Hybrid Electric Vehicle

Production Dates: Feb 04, 2025 - Feb 17, 2025

Number of potentially involved: 512

Descriptive Information:

Recall population was determined based on vehicle repair records that lacked proper in-plant repair documentation. Vehicles not included in this recall have verified repair and inspection records.

The following is the affected number of vehicles by MY/Make/Model:

MY2025 Mazda CX-50 Hybrid built at Mazda Toyota Manufacturing (MTM): 512 units.

Vehicle 2: 2025-2025 MAZDA CX-50

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Jan 29, 2025 - Feb 17, 2025

Number of potentially involved: 495

Descriptive Information:

Recall population was determined based on vehicle repair records that lacked proper in-plant repair documentation. Vehicles not included in this recall have verified repair and inspection records.

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The following is the affected number of vehicles by MY/Make/Model:

MY2025 Mazda CX-50 built at Mazda Toyota Manufacturing (MTM): 495 units.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Front suspension related fasteners may not be torqued to specification.

FMVSS1:

FMVSS2:

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

Loose or detached bolts can cause suspension components to separate, including the wheel detachment, potentially resulting in a loss of control or a loss of power transmission to the wheels, rendering the vehicle inoperable, and increasing the risk of a crash.

Description of the cause:

Improper torque application to bolts securing suspension components may result in bolt loosening or detachment, potentially causing separation of the affected components.

Identification of any warning that can occur:

Abnormal noises may be heard from the front of the vehicle while driving.

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name:

Address:

Country:

Involved Components

Component Name 1: Pin, Snap

Component Description: Snap pin

Component Part Number: T060-26-169A

Part 573 Safety Recall Report**25V737****Component Name 2:** Bolt**Component Description:** Front lower arm ball joint bolt**Component Part Number:** 9YA02-101H**Component Name 3:** Bolt**Component Description:** Shaft strap bracket bolt**Component Part Number:** FT1C-25-123A**Component Name 4:** Nut, Flange**Component Description:** Shaft strap bracket nut**Component Part Number:** 99940-0801**Component Name 5:** Nut**Component Description:** Front lower arm ball joint nut**Component Part Number:** 9YB04-1031**Component Name 6:** Nut**Component Description:** Upper control link nut**Component Part Number:** 9YB04-1031**Component Name 7:** Nut**Component Description:** Lock nut**Component Part Number:** D651-33-042A**Component Name 8:** Nut, Hub**Component Description:** Wheel hub nut**Component Part Number:** B002-37-160B**Component Name 9:** Nut**Component Description:** Tie-rod end nut**Component Part Number:** 9YB04-1208

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Chronology

September 17, 2025: Mazda received a field report that a 2025 Mazda CX-50 experienced wheel and component detachment. After the dealer inspected the vehicle, the bolt that secures the lower control arm ball joint to the steering knuckle was found to be missing on the passenger-side. Mazda initiated an investigation.

September 18 through October 6, 2025: This vehicle has been confirmed as a subject unit for in-plant repair. A review of the in-plant repair records shows that no tightening torque value was recorded for the bolt securing the lower control arm ball joint to the steering knuckle. Further investigation confirmed that for some units, repair records were missing or torque entries were not recorded for the bolts removed and reinstalled during the repair process. The investigation concluded that operators did not follow in-plant repair procedures.

September 19 through October 10, 2025: In-plant processes were corrected to ensure that proper repair procedures are followed, and that related documentation is recorded and retained.

October 7 through 22, 2025: Mazda assessed the potential risk associated with this issue, including its impact on vehicle operation and customer safety. To better understand the overall extent of the concern, the scope of the affected range was also identified.

October 23, 2025: Mazda held a Quality Audit Committee meeting to review all available information to date and approved a field action for affected MY 2025 CX-50 vehicles.

As of October 23, 2025, Mazda is aware of one field report and no warranty claims related to this issue in the U.S. and Territories. No accidents or injuries have been reported in connection with this concern.

November 26, 2025: This first amendment is being filed to revise the description of the safety risk.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Inspect, Repair

Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

Owners will be notified by mail and instructed to take their vehicle to a Mazda dealer. Dealers will inspect the front suspension and, if necessary, replace and retighten the applicable components to the proper torque values, free of charge.
A reimbursement program will not be offered as all vehicles are under full warranty coverage.

How remedy component differs from recalled component:

The remedy component is not applicable as this defect is related to the in-plant repair process.

Identify how/when recall condition was corrected in production:

This issue originated from the in-plant repair process; therefore, production countermeasures are not

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applicable.

To address the issue, in-plant repair procedures were improved between September 19, 2025, and October 10, 2025, to ensure that proper repair practices and related documentation are accurately recorded and retained.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Notification to dealers is expected to occur on or before November 3, 2025. Mailing of owner notification letters is expected to be completed on or before December 28, 2025.

Planned Dealer Notification Date: Nov 03, 2025 - Nov 03, 2025 No Dealers

Planned Interim Owner Notification Date: No Owners

Planned Remedy Owner Notification Date: Dec 28, 2025 - Dec 28, 2025 Phased Recall

Date when VIN will be searchable: Nov 03, 2025