

Chronology of the Noncompliance Determination:

- On September 6, 2023, an independent test laboratory contracted with Transport Canada informed Tesla that the laboratory would be conducting CMVSS No. 108 testing on a MY 2019 Tesla Model 3 left-hand headlamp (1077371-98-L) that was manufactured on June 2, 2023, as part of Transport Canada's annual compliance program. Tesla later provided requested information to Transport Canada, including information to facilitate communication between the supplier and the test laboratory, given that the testing would be performed at the component-level.
- On October 13, 2023, Tesla was informed that the testing was successfully completed.
- On January 16, 2024, Transport Canada informed Tesla that, based on the testing, the Model 3 left-hand headlamp did not comply with the low beam photometric requirement of CMVSS No. 108 and exceeded the maximum intensity allowed in the 10U to 90U zone.
- Beginning on January 22, 2024, Tesla commenced a compliance evaluation of the headlamp against CMVSS and FMVSS Nos. 108. Through March 1, 2024, Tesla worked with the supplier to analyze the test report and compile headlamp production data. Tesla also performed additional headlamp tests for evaluation.
- From March 3, 2024, through March 7, 2024, Tesla reviewed the completed analysis and additional testing.
- On March 9, 2024, having completed its compliance evaluation, Tesla made a voluntary decision to recall Model 3 and Y vehicles that may have been manufactured or serviced with the component described above with a supplier manufacture date of June 2, 2023, or later.
- On April 8, 2024, Tesla petitioned for exemption from the Safety Act's notification and remedy requirements on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety. Tesla amended its petition on May 3, 2024.
- On July 17, 2026, NHTSA denied Tesla's petition.
- As of August 2, 2026, Tesla has identified 3 warranty claims and 1 field report for U.S. vehicles that are related to or may be related to this condition. Tesla is not aware of any crashes, injuries, or deaths related to this condition.

- On July 24, 2026, Tesla timely amended its Part 573 Noncompliance Recall Report related to Recall 24V-208 to update the safety risk, chronology, remedy, and recall schedule sections.
- On July 28, 2026, NHTSA rejected Tesla's amended Part 573 Noncompliance Recall Report and requested that Tesla file a new Part 573 Noncompliance Recall Report following denial of Tesla's inconsequential petition.
- On July 28, 2026, Tesla met with NHTSA's Recall Management Division to understand the request for a new Part 573 report and on July 29 and August 3, 2026, Tesla met with NHTSA's Office of Chief Counsel to understand the request for a new Part 573 report.
- Per NHTSA's request, Tesla is filing a new Part 573 Noncompliance Recall Report. Tesla notes this Part 573 Report covers the same noncompliance described in Recall 24V-208, originally filed on March 15, 2024.
- Based on a query of service data on July 30, 2026, Tesla discovered that the noncompliant lamps inadvertently continued to be consumed in service until May 3, 2024. As of May 3, 2024, the noncompliant parts are no longer being consumed in service. Due to this error, 432 vehicles are being added to the affected vehicle list for this recall.