



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V079

Manufacturer Name: Daimler Trucks North America, LLC

Submission Date: Feb 24, 2026

NHTSA Recall No.: 26V079

Manufacturer Recall No.: F1029

Manufacturer Information

Population

Manufacturer Name: Daimler Trucks North
America, LLC
Address: 4747 N. Channel Avenue
Portland OR, 97217-3849

Total number of potentially involved: 26,959
Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2021-2027 WESTERN STAR 47X

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Other

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Jul 08, 2020 - Feb 03, 2026

Number of potentially involved: 15,625

Descriptive Information:

The recall population includes certain model year 2021-2027 Western Star 47X and model year 2020-2027 49X vehicles produced from start of production to Feb 3, 2026 configured with a particular positive junction point stud that connects the battery and/or auxiliary power distribution to starter at the frame rail and includes all vehicles in safety recall campaign 25V-326 (F1020). The recall population also includes certain model year 2026 – 2027 Western Star 47X and 49X vehicles produced between 5/14/2025 and 2/3/2026 which were produced using a revised manufacturing and inspection process. This recall is limited to vehicles manufactured with a particular positive junction point stud that connects the battery and/or auxiliary power distribution to starter at the frame rail.

Vehicle 2: 2020-2027 WESTERN STAR 49X

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Other

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Mar 19, 2019 - Feb 10, 2026

Number of potentially involved: 11,334

Descriptive Information:

The recall population includes certain model year 2021-2027 Western Star 47X and model year 2020-2027 49X vehicles produced from start of production to Feb 3, 2026 configured with a particular

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positive junction point stud that connects the battery and/or auxiliary power distribution to starter at the frame rail and includes all vehicles in safety recall campaign 25V-326 (F1020). The recall population also includes certain model year 2026 – 2027 Western Star 47X and 49X vehicles produced between 5/14/2025 and 2/3/2026 which were produced using a revised manufacturing and inspection process. This recall is limited to vehicles manufactured with a particular positive junction point stud that connects the battery and/or auxiliary power distribution to starter at the frame rail.

Defect / Noncompliance Description

Description of the defect or noncompliance:

In the affected vehicles, the positive junction point stud may fail due to incorrect installation or corrosion.

FMVSS1:

FMVSS2:

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

If the positive junction point stud fails, there is an increased risk of a thermal event or vehicle fire.

Description of the cause:

Identification of any warning that can occur:

Drivers may experience a slow or no crank when starting their vehicle. Driver may visually observe corrosion present around the stud and/or cable lug.

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: Daimler Truck North America

Address: 4747 N Channel Ave
Portland OR, 97217

Country: United States

Involved Components

Component Name 1: Stud

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Component Description: STUD,ELEC,3/8,RED

Component Part Number: 23-13718-006

Chronology

On May 12th 2025, DTNA determined that a safety related defect existed in certain Western Star 47X and 49X vehicles (See F1020, 25V-326, TC 2025-269). In the underlying recall, DTNA determined that in vehicles in the affected population, a positive junction point stud that connects the battery and/or auxiliary power distribution to the starter at the frame rail may have been installed incorrectly. DTNA developed a remedy for that recall which involved revisions to the stud torque, consistent application of dielectric paint and additional points of inspection of the cable lug orientation. The remedy was also implemented as an update in new vehicle production as of late May 2025. DTNA launched the remedy campaign in July 2025 and as of late January 2026, DTNA had remedied just over 17,000 vehicles

In early January 2026, DTNA received a report of a thermal event on a vehicle registered in New York that had the recall remedy performed. The report described corrosion was present, which resulted in an arced cable that melted the vehicle's frame rail. Later that same month, DTNA received several additional reports which noted the presence of corrosion at the junction point stud on vehicles that had the recall remedy performed, one of which involved a thermal event and two which indicated the presence of smoke. In conjunction, DTNA also reviewed warranty claims which identified additional vehicles where the junction point stud failed after the remedy was performed, involving the presence of corrosion and without any thermal events. The warranty information indicated a number of these vehicles were registered in states that were experiencing winter weather at the time, which can accelerate the presence of corrosion. DTNA's warranty review also uncovered failures on vehicles that are not part of the prior recall because they were manufactured after the issue was corrected in production, all of which report the presence of corrosion but no thermal events.

DTNA also inspected vehicles at the manufacturing facility. Based on all of the above information and the vehicle inspection, DTNA's analysis indicated that the junction point stud remained susceptible to accelerated corrosion. Given that the additional reports were concentrated along the "salt belt" states and Canada, the incidents and presence of corrosion appeared to have been influenced by environmental conditions that did not manifest until the winter. On February 4th, 2026 DTNA, decided to conduct a recall to address all vehicles encompassed by the prior recall (25V-326/TC 2025-269) as well as vehicles produced with the prior revised manufacturing and inspection process.

DTNA is aware of approximately 52 warranty claims and 18 field reports dated between March 2023 through January 30, 2026 potentially related to this issue. There are no reports of injuries or fatalities.

On February 24, 2026 DTNA amended the recall population to add one vehicle in the suspect population and to provide how/when recall condition was corrected in production.

Related NHTSA Recall Number: 25V326

Description of Remedy

Remedy Type:

Consumer Advisories: Do Not Drive Park Outside

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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:

Identify how/when recall condition was corrected in production:

On February 20, 2026, DTNA implemented a production solution that removed the positive junction point stud and introduced a secure, water-tight sealed splice for the positive battery cables. Affected vehicles have been held at the manufacturing facility until the issue that is the subject of this report was corrected in production.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

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: Mar 03, 2026 - Mar 03, 2026 No Dealers

Planned Interim Owner Notification Date: No Owners

Planned Remedy Owner Notification Date: Apr 11, 2026 - Apr 11, 2026 Phased Recall

Date when VIN will be searchable: