U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V200

Manufacturer Name: Aston Martin The Americas
Submission Date: Mar 29, 2026
NHTSA Recall No.: 26V200
Manufacturer Recall No.: RA-41-2086

Manufacturer Information

Manufacturer Name: Aston Martin The Americas
Address: Banbury Road
Gaydon
Warwick, United Kingdom
FS, CV35 0DB

Population

Total number of potentially involved: 3,937
Estimated percentage with defect: 0.1%

Vehicle Information

Vehicle 1: 2026-2026 ASTON MARTIN DBX S
Product Category: Light Vehicles
Product Type: Passenger Car
Fuel / Propulsion: Spark Ignition Fuel
Production Dates: Jun 12, 2025 - Jul 04, 2025
Number of potentially involved: 5

Descriptive Information:

Aston Martin has reports of 3 vehicles with a damage to the rear lower suspension arm(s) in a global population of 13719 DBX vehicles (0.02%). All three vehicles were sold and used outside of the USA. We cannot exclude the possibility that other vehicles in this population could exhibit the same fault. While failures have been reported on either the left or right side of a vehicle, no damage has exhibited damage on both sides. Aston Martin manufactured 3937 DBX vehicles intended for sale in the USA with a reduced diameter shank bolt for the torque reaction link of the rear lower suspension arm between 24 October 2019 and 9 September 2025. Aston Martin manufactured a further 9782 DBX vehicles for sale in other countries between 24 October 2019 and 5 November 2025 with the same shank bolt Installation. One report involved a collision with another vehicle that was attributed to the brake line damage due to suspension failure.

Vehicle 2: 2023-2026 2023 DBX707
Product Category: Light Vehicles
Product Type: Passenger Car
Fuel / Propulsion: Spark Ignition Fuel
Production Dates: Dec 03, 2021 - Sep 09, 2025
Number of potentially involved: 2,078

Part 573 Safety Recall Report 26V200

Descriptive Information:

Aston Martin has reports of 3 vehicles with a damage to the rear lower suspension arm(s) in a global population of 13719 DBX vehicles (0.02%). All three vehicles were sold and used outside of the USA. We cannot exclude the possibility that other vehicles in this population could exhibit the same fault. While failures have been reported on either the left or right side of a vehicle, no damage has exhibited damage on both sides. Aston Martin manufactured 3937 DBX vehicles intended for sale in the USA with a reduced diameter shank bolt for the torque reaction link of the rear lower suspension arm between 24 October 2019 and 9 September 2025. Aston Martin manufactured a further 9782 DBX vehicles for sale in other countries between 24 October 2019 and 5 November 2025 with the same shank bolt Installation. One report involved a collision with another vehicle that was attributed to the brake line damage due to suspension failure.

Vehicle 3: 2021-2024 ASTON MARTIN DBX

Product Category: Light Vehicles

Product Type: Passenger Car

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Oct 24, 2019 - Feb 15, 2024

Number of potentially involved: 1,854

Descriptive Information:

Aston Martin has reports of 3 vehicles with a damage to the rear lower suspension arm(s) in a global population of 13719 DBX vehicles (0.02%). All three vehicles were sold and used outside of the USA. We cannot exclude the possibility that other vehicles in this population could exhibit the same fault. While failures have been reported on either the left or right side of a vehicle, no damage has exhibited damage on both sides. Aston Martin manufactured 3937 DBX vehicles intended for sale in the USA with a reduced diameter shank bolt for the torque reaction link of the rear lower suspension arm between 24 October 2019 and 9 September 2025. Aston Martin manufactured a further 9782 DBX vehicles for sale in other countries between 24 October 2019 and 5 November 2025 with the same shank bolt Installation. One report involved a collision with another vehicle that was attributed to the brake line damage due to suspension failure.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Due to a reduced diameter shank bolt, the pin for the torque reaction link could slide out of the rear lower suspension arm. If that happens a torque moment on the joint can increase and could cause the rear lower suspension arm casting to crack and shear

FMVSS1:

FMVSS2:

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

On affected vehicles, a failure of the rear lower suspension arm can affect vehicle handling or cause damage to other suspension components and the rear brakes. The failures can increase the risk of a crash.

Part 573 Safety Recall Report 26V200

Aston Martin has received one report outside of the USA of a collision with another vehicle that was attributed to brake line damage due to suspension failure. No accident injuries were reported.

Description of the cause:

During prototype development of DBX, the bolt for the torque reaction link was replaced with a bolt that had a smaller diameter shank. This smaller shank means that the mechanical lock design may allow
some slip of the pin. At extreme tolerances, the mechanical lock could be ineffective.
In addition, at the extremes of tolerance on the rear lower suspension arm bore and torque reaction link pin, the torque applied to the bolt would not close the joint sufficiently to apply any clamp load on the pin.

Identification of any warning that can occur:

Depending on the severity of the failure, vehicle handling may be affected, or there could be a loss of braking function. If the rear lower suspension arm fails, there will not be a warning on the instrument cluster as failure will be immediate

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name:

Address:

Country:

Involved Components

Component Name 1: M10x60 Flange HD Bolt
Component Description: M10x60 Flange HD Bolt
Component Part Number: W500524-S439

Component Name 2: ARM&BSH ASY RR LWR L to 25MY
Component Description: Arm and bush assembly lower left side to 25MY
Component Part Number: MY83-5B531-AA

Component Name 3: ARM&BSH ASY RR LWR L 26MY onward
Component Description: Arm and bush assembly lower left side 26MY onward
Component Part Number: MY83-5B531-AB

Part 573 Safety Recall Report 26V200

Component Name 4: ARM&BSH ASY RR LWR R to 25MY

Component Description: Arm and bush assembly lower right side to 25MY

Component Part Number: MY83-5B530-AA

Component Name 5: ARM&BSH ASY RR LWR R 26MY onward

Component Description: Arm and bush assembly lower right side 26MY onward

Component Part Number: MY83-5B530-AB

Chronology

1. 19th November 2019 – DD131682 was introduced to change the bolt for the torque reaction link.

2. 16th June 2023 – During a routine underbody inspection a crack was found on the right side rear lower suspension arm of a vehicle (Italy).

3. 13th December 2023 – A second vehicle was reported with a crack on the left side rear lower suspension arm during a routine underbody inspection (Germany).

4. 29th May 2024 – A vehicle was being driven when the customer heard a noise from the rear of the vehicle and the right side rear suspension immediately failed. The customer lost control of the vehicle and collided with another vehicle (Germany). This prompted an investigation.

5. The Company's Technical Review Group (TRG) met regularly throughout the investigation.

6. A revised inspection process was introduced with tighter tolerance targets for both the rear torque link pin and rear lower suspension arms during January 2025.

7. A bolt for the rear torque link was introduced in production in August 2025.

8. The Company's Critical Concerns Review Group (CCRG) met on periodically from 9th December 2025 to assess the nature and scope of potential concerns related the rear lower suspension arm.

9. The CCRG reviewed the technical data and recommended the matter should be reviewed by the Recall Committee.

10. The Recall Committee convened on 13 March 2026 and determined that:

a) a potential defect could occur in the relevant vehicle population;

b) this defect could lead to a potential safety risk; and

c) a voluntary safety recall of all affected vehicles be implemented.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Replace

Part 573 Safety Recall Report 26V200

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

We will recall all the vehicles identified in Table 1 to replace the bolts for the torque reaction links into the rear lower arms. We will also inspect the rear lower arms for cracks, and, where necessary replace the lower arms.

How remedy component differs from recalled component:

The replacement bolts to be used have a larger diameter shank to reduce to increase clamp load at extremes of tolerances. This will also remove the risk of the joint having a zero-clamp load when the bolt is torqued.

Identify how/when recall condition was corrected in production:

As containment, the supplier was asked to tighten the tolerance on the size of the bore and pin. By tightening the tolerances on these parts, the clamp load at extreme of tolerances increases, removing the risk of the joint having zero clamp load when torqued. All parts in stock at Aston Martin were checked with Go/NoGo gauges as well as measurements in Coordinate Measurements Machine (CMM) tooling. The supplier introduced a 100% part measurement process before shipping parts to Aston Martin. The first vehicle built with tighter tolerance parts was V13281 in Jan 2025
Along with the tighter tolerances, the bolt shank has been taken back to the original design intent with a wider shank. This will reintroduce the mechanical lock aspect of the system, ensuring the pin cannot slide out. Tooling modification was needed in factory to introduce into production, as well torque run down strategy to further increase clamp load. Previous torque application was 62.5Nm with no angle measurement, giving a resultant torque of a similar value. New torque application is 50.0Nm + 60° angle, giving an increase in resultant torque (80.0Nm -110.0Nm). Safe Vin V13954 – no issues with tooling or parts in plant since introduction.

Reimbursement Plan

Description of reimbursement program:
Owners will be notified to take their vehicle to an Aston Martin Dealer. The repair procedure will take up to an hour to complete. If the rear arms are damaged and must be replaced this can take up to 4 hours for each side. This will be completed at no cost to the owner.

Period of reimbursement:
Unlimited

Costs to be reimbursed:
All costs.

Address for reimbursement claims:
11 W 42nd St
Floor 22
New York NY, 10036

Recall Schedule

Part 573 Safety Recall Report 26V200

Description of recall schedule:

It is Aston Martin's intention to notify all customers listed in table in 573.6(c) (2) above. Aston Martin will provide copies of the notification schedule, including mail dates for the owner letter, when available.

Planned Dealer Notification Date: Apr 02, 2026 - May 08, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Apr 02, 2026 - May 29, 2026 ☐ Phased Recall

Date when VIN will be searchable: Apr 02, 2026