



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V210

Manufacturer Name: Isuzu Motors Limited

Submission Date: Apr 01, 2026

NHTSA Recall No.: 26V210

Manufacturer Recall No.: V2602

Manufacturer Information

Population

Manufacturer Name: Isuzu Motors Limited

Address: 46401 Commerce Center
Drive
Plymouth MI, 48170-2473

Total number of potentially involved: 16,759

Estimated percentage with defect: 70%

Vehicle Information

Vehicle 1: 2027-2027 Chevrolet Low Cab Forward 4500HD

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Truck

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Jan 05, 2026 - Jun 23, 2026

Number of potentially involved: 12

Descriptive Information:

This recall applies to all 2027MY-2027MY Chevrolet LCF-Series diesel vehicles (4500HD, 4500XD, 5500XD) produced and shipped prior to the Stop Ship issued on July 30, 2026 for the Isuzu 26-04 Port Modification.

Vehicle 2: 2025-2027 ISUZU NPR HD

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Truck

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Feb 24, 2024 - May 15, 2026

Number of potentially involved: 2,270

Descriptive Information:

This recall applies to all 2025MY-2027MY Isuzu N-Series diesel vehicles (NPR HD, NPR XD, NRR) produced and shipped prior to the Stop Ship issued on July 30, 2026 for the Isuzu 26-04 Port Modification.

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This recall applies to all 2025MY-2027MY Chevrolet LCF-Series diesel vehicles (4500HD, 4500XD, 5500XD) produced and shipped prior to the Stop Ship issued on July 30, 2026 for the Isuzu 26-04 Port Modification.

Vehicle 4: 2025-2027 Chevrolet Low Cab Forward 4500XD**Product Category:** Buses, Medium & Heavy Vehicles**Product Type:** Truck**Fuel / Propulsion:** Compression Ignition Fuel**Production Dates:** Feb 13, 2024 - May 29, 2026**Number of potentially involved:** 385**Descriptive Information:**

This recall applies to all 2025MY-2027MY Chevrolet LCF-Series diesel vehicles (4500HD, 4500XD, 5500XD) produced and shipped prior to the Stop Ship issued on July 30, 2026 for the Isuzu 26-04 Port Modification.

Vehicle 5: 2025-2027 ISUZU NRR**Product Category:** Buses, Medium & Heavy Vehicles**Product Type:** Truck**Fuel / Propulsion:** Compression Ignition Fuel**Production Dates:** Feb 13, 2024 - Jul 09, 2026**Number of potentially involved:** 9,800**Descriptive Information:**

This recall applies to all 2025MY-2027MY Isuzu N-Series diesel vehicles (NPR HD, NPR XD, NRR) produced and shipped prior to the Stop Ship issued on July 30, 2026 for the Isuzu 26-04 Port Modification.

Vehicle 6: 2025-2026 ISUZU NRR EV

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26V210**Product Category:** Buses, Medium & Heavy Vehicles**Product Type:** Truck**Fuel / Propulsion:** Electric Battery Power**Production Dates:** Jul 31, 2024 - May 06, 2025**Number of potentially involved:** 267**Descriptive Information:**

This recall applies to all 2025MY-2027MY Isuzu NRR EV electric vehicle produced and shipped prior to the Stop Ship issued on July 30, 2026 for the Isuzu 26-04 Port Modification.

Vehicle 7: 2025-2027 ISUZU NPR XD**Product Category:** Buses, Medium & Heavy Vehicles**Product Type:** Truck**Fuel / Propulsion:** Compression Ignition Fuel**Production Dates:** Feb 13, 2024 - Jul 06, 2026**Number of potentially involved:** 2,846**Descriptive Information:**

This recall applies to all 2025MY-2027MY Isuzu N-Series diesel vehicles (NPR HD, NPR XD, NRR) produced and shipped prior to the Stop Ship issued on July 30, 2026 for the Isuzu 26-04 Port Modification.

Vehicle 8: 2025-2026 Chevrolet Low Cab Forward 4500HD**Product Category:** Buses, Medium & Heavy Vehicles**Product Type:** Truck**Fuel / Propulsion:** Compression Ignition Fuel**Production Dates:** Feb 24, 2024 - Dec 15, 2025**Number of potentially involved:** 312**Descriptive Information:**

This recall applies to all 2025MY-2027MY Chevrolet LCF-Series diesel vehicles (4500HD, 4500XD, 5500XD) produced and shipped prior to the Stop Ship issued on March 25, 2026 for the Isuzu 26-01 Port Modification

Defect / Noncompliance Description

Description of the defect or noncompliance:

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Isuzu has received reports of damaged chassis harnesses and cab harnesses that have resulted in harness failure. In rare instances, these failures could lead to melting of the harness, engine stall, and/or the malfunction of one or more vehicle components, as well as illumination of various warning lights on the dash. The issues originated with the newly designed cab that was introduced for 2025MY with new harness locations and additions, such as SRS components, which were required to be added into the cab.

FMVSS1:

FMVSS2:

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

If one of the harnesses are damaged, the engine may stall, electronic parking brake malfunction may occur, tail lamps and brake lights may not illuminate, SRS system may malfunction, SRS warning lamps may illuminate, transmission shifting issues may occur, or the combination switch may malfunction, all of which could increase the risk of vehicle crash. Damage to 12V circuits may also lead to melting and charring of the chassis harness, increasing the risk of a fire.

Description of the cause:

Isuzu's investigation found the root cause for the cab harness was a combination of the routing of the harness during installation at the Fujisawa vehicle production facility, and from variations in the placement and amount of protective material at the harness branches.

For the chassis harness, the root cause was the routing of the harness during installation at the Fujisawa vehicle production facility, not the harness.

Variations in harness structure and assembly may allow unprotected portions of the harnesses to contact metal components depending on the positioning of the protective material on the harness and the positioning of the harness during installation within the vehicle. In some instances, this can result in chafing and eventual harness damage.

Identification of any warning that can occur:

In some instances, warnings lights may illuminate on the dash, radio malfunction may occur, or the vehicle's lighting systems such as headlights, turn signals, marker lights, reverse lights, or brake lights may malfunction. Smoke or sparks may also be detected on the left side of the vehicle behind the cab.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: Furukawa Automotive Systems Inc

Address: 1000 Amago, Koura-cho
Inukami-gun Foreign States, 522-0242

Country: Japan

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Tier of Supplier: Tier 1

Supplier Type: OEM

Name: Yazaki Corporation

Address: W Building 7F, 1-8-15, Konan
Minato-ku Foreign States, 108-0075

Country: Japan

Involved Components

Component Name 1: HARNESS; CAB

Component Description: CAB HARNESS

Component Part Number: 7551874195, 7552077532, 7551874205, 7552077562, 7552124181,
7552077533, 7552077563, 7552124182

Component Name 2: HARNESS; FRAME, FRT

Component Description: CHASSIS HARNESS

Component Part Number: 7552077483, 7552077492

Chronology

On 12/10/2024, 1st field report of cab harness damage received.

On 9/23/2025, 1st field report of chassis harness damage received.

On 10/21/2025, 2nd field report of chassis harness damage received.

On 11/6/2025 – 11/20/2025, CAD verification of chassis harness performed. Multiple potential contributing factors, including harness production and assembly variation were analyzed.

On 11/26/2025, initial investigation started after chassis harness from the 2nd case was received and 1st cab harness field report received.

On 11/28/2025, Isuzu Motors Limited (IML) confirmed the interference condition on chassis harness from vehicles produced at the Fujisawa plant.

On 12/1/2025, CAD verification of cab harness started.

On 12/9/2025 – 12/15/2025, IML continued analysis of potential causes of interference and returned parts. Failure mode verification was performed.

On 12/17/2025, the chassis harness from the initial field report was received, after which IML initiated a deeper analysis.

On 1/17/2026, IML identified significant deformation of the harness clip at the frame bracket mounting area. Reproduction analysis using CAD was initiated. IML's analysis, including vehicle inspection, continued.

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On 1/20/2026, the CAD reproduction analysis for the chassis harness was completed, confirming that interference with the mudflap bolt occurs based on retention clip position and leading to conclusion that 1st and 2nd cases were related.

On 1/23/2026, IML requests that the chassis harness supplier investigate retention clip assembly condition and positioning.

On 2/5/2026, chassis harness investigation confirmed that clip tilting was present in the as-supplied harness condition and reproduced interference issue when assembled with the clip in the tilted condition.

On 2/10/2026, likely root cause determined based on analysis of occurrence rates.

On 2/19/2026, final confirmation of failure mode verification for short circuits in the cab harness circuits was conducted.

On 3/3/2026, Isuzu North America Corporation (INAC) QA conducts an audit of 27MY vehicles in the US Port to identify trucks with missing chassis harness edge protectors.

On 3/5/2026, IML assesses the potential impact due to damage of the chassis harness or cab harness and begins to identify the affected models and VIN range.

On 3/11/2026 – 3/16/2026, Isuzu North America Corporation (INAC) assesses reason for missing chassis harness edge protectors and discusses potential affected VIN range with IML.

On 3/18/2026, INAC QA conducts a second vehicle inspection at a US Port to verify presence of chassis harness edge protectors and tie straps and requests that IML to reconfirm affected models and VIN range.

On 3/24/2026, affected models and VIN range confirmed by IML.

On 3/25/2026, Isuzu decided to conduct a safety recall.

On 4/1/2026, Isuzu filed safety recall No. 26V-210.

On 4/14/2026, IML received a report of cab harness damage at a new location near the HVAC blower motor.

On 4/22/2026, IML began the initial review of the newly reported cab harness damage location.

On 5/14/2026 to 5/21/2026, IML inspected various vehicles and found no interference, but continued to analyze potential interference or damage locations in light of potential variations in harness routing.

On 5/21/2026, Based on issues found at the various multiple locations, a comprehensive inspection of harnesses for US vehicles was initiated.

On 6/4/2026, IML received a report of cab harness damage near the radio support bracket.

From 6/4/2026 – 6/30/2026, due to the various reports of new interference locations, IML conducted a comprehensive cab harness inspection for any interference concerns from either harness routing or potential variations in harness production.

On 7/9/2026, as a result of the comprehensive inspection, IML identified an additional potential cab harness interference point.

On 7/16/2026, vehicle on-road testing was completed, confirming that vibrations while the vehicle was in operation had a negligible effect on the cab harness.

On 7/17/2026, IML assessed the potential impact due to damage of the cab harness and began to identify the affected models and VIN range.

On 7/30/2026, Isuzu decided to amend the existing 26V-210 safety recall by expanding the affected vehicle range and cab harness repair locations.

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Isuzu is not aware of any accidents or injuries related to reported chassis or cab harness failure. Between 12/10/2024 and the date of this report, Isuzu has received 37 warranty claims and 73 total field reports related to chassis or cab harness failure for vehicles within the US market.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Inspect, Repair, Replace

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

Both vehicle harnesses will be inspected for damage. If no damage to the harness wires is present, the harnesses will be secured to additional fixing points and have additional protective coverings positioned to prevent chafing damage. The harness or harnesses will either be repaired or replaced based on the extent of the physical damage.

How remedy component differs from recalled component:

For the chassis harness, an additional tie strap is being added to the underside of the relay box to secure the harness to the relay box. An edge protector will also be added at the frame mounted chassis harness bracket to prevent harness chaffing at that location.

For the cab harness, the branches of the SRS harness that may come in contact with the metal dash brackets will be taped to the connector, which will relocate the wire branches downward and away from the metal bracket preventing contact. The other five cab harness locations with potential contact will have additional protective material applied to ensure all contact points are protected from chafing.

Identify how/when recall condition was corrected in production:

A Stop Ship at US Ports was placed on all Isuzu NRR-EVs, N-Series diesel vehicles, and Chevrolet LCF 4500HD/4500XD/5500HD vehicles on July 30, 2026. All vehicles shipped after this date will be remedied before release.

Reimbursement Plan

Description of reimbursement program:

No reimbursement remedy is needed as all affected vehicles are still under the original factory warranty.

Period of reimbursement:

Costs to be reimbursed:

Address for reimbursement claims:

1400 S. Douglass Road
Suite 100

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Anaheim CA, 92806

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: Apr 17, 2026 - Sep 21, 2026☐ No Dealers**Planned Interim Owner Notification Date:**☐ No Owners**Planned Remedy Owner Notification Date:** Apr 24, 2026 - Sep 28, 2026☐ Phased Recall**Date when VIN will be searchable:**