



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V242

Manufacturer Name: Roush Performance Products, Inc.

Submission Date: Apr 20, 2026

NHTSA Recall No.: 26V242

Manufacturer Recall No.: C-26001

Manufacturer Information

Population

Manufacturer Name: Roush Performance
Products, Inc.

Address: 12445 Levan Road
Livonia MI, 48150

Total number of potentially involved: 1,217

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2026-2026 Nissan Frontier Pro4X R by Roush

Product Category: Light Vehicles

Product Type: Light Truck

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Sep 25, 2025 - Mar 02, 2026

Number of potentially involved: 1,217

Descriptive Information:

The recall population consists of all Nissan Frontier PRO-4x R by Roush vehicles modified by Roush at its production facility from the Roush start of production date (SOP) through the Clean Point. SOP was September 25, 2025 for Roush parts and accessories installed by Roush on the Nissan Frontier PRO-4x R by Roush. The Clean Point is March 2, 2026 when (after a warranty claim identified a missing cotter pin) Roush implemented as an interim corrective action specific quality inspection and documentation for installation of cotter pins at both ball joint and tie rod locations. The products after the Clean Point are the same, but the assembly inspection process changed to further assure installation technicians did not deviate from work instructions during installation.

Defect / Noncompliance Description

Description of the defect or noncompliance:

During Roush's installation of the left and right Upper Control Arm ball joint and Steering Tie Rod Ends the cotter pins may not have been installed on all vehicles, and there is a potential for improperly torqued fasteners.

FMVSS1:

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FMVSS2:

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

A loose fastener at a Upper Control Arm ball joint or at a Steering Tie Rod End increases the risk of potential loss of steering and vehicle control, which could increase the risk of a crash.

Description of the cause:

Installation technicians deviated from work instructions during installation of the left and right Upper Control Arm ball joint and Steering Tie Rod Ends by not installing the cotter pin.

Identification of any warning that can occur:

Loose or disconnected Upper Control Arm ball joint and Steering Tie Rod Ends may result in unusual noises from the front wheels. There may be loss of steering and vehicle control.

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: N/A

Address:

Country:

Involved Components

Component Name 1: Roush cotter pin

Component Description: cotter pin for Upper Control Arm ball joint fasteners and Steering Tie Rod fasteners

Component Part Number: 65056

Component Name 2: Nissan nut

Component Description: nut for fastening Steering Tie Rod

Component Part Number:

Component Name 3: Roush castle/crown nut

Component Description: castle/crown nut for fastening Upper Control Arm ball joint

Component Part Number:

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Chronology

On March 2, 2026 Roush received a Nissan dealer warranty claim on a newly delivered vehicle to the dealership. The dealer was moving the vehicle into its shop to perform pre-delivery inspection. The dealer reported a joint separation involving the upper control arm ball joint and the steering knuckle. The claim inspection revealed the cotter pin and nut from the upper control arm ball joint was missing. Roush immediately implemented an interim corrective action implementing quality inspection procedures at Roush's assembly site to verify cotter pin installation and proper torque application for all joints requiring the use of a cotter pin.

On April 1, 2026 Roush received a separate Nissan dealer warranty service claim on a low mileage (approximately 264 miles) customer owned vehicle. The dealer reported the right side front steering tie rod had disconnected from the steering knuckle. The dealer believed the cotter pin was not installed. The Roush components were installed by Roush on November 12, 2025.

Roush re-inspected pictures of the steering tie rod from the initial March 2, 2026 claim involving the upper control arm. While still connected with a fastener, the tie rod end was missing a cotter pin. Visible thread engagement of the tie rod fastener indicated the tie rod fastener either came loose or was not torqued properly during assembly.

Roush's internal investigations of these two claims determined that installation technicians deviated from work instructions during installation of the cotter pins and fasteners for the Upper Control Arm ball joint and Steering Tie Rod Ends. There was insufficient documentation to verify if the nuts were torqued to the proper specification. There had not been any other warranty claims made concerning this condition.

Based on the investigation of the two warranty claims, on April 9, 2026 Roush decided to conduct a voluntary safety recall.

On April 15, 2026 Roush submitted the original Part 573 Defect and Noncompliance Report to NHTSA.

On April 15, 2026 Roush sent a Stop Ship notification to Nissan dealers advising to hold delivery of the listed unsold VINs at those dealerships that involved suspension components installed by Roush on or before the March 2, 2026 interim corrective action implementation date.

In the evening of April 16, 2026 Roush received a Nissan dealer warranty claim on a third vehicle. The dealer had received the Stop Ship delivery hold notification for unsold VINs on its lot. The warranty claim involved a customer owned vehicle that had approximately 1,510 miles. The vehicle had been sold by the dealer before March 2, 2026. The dealer reported the right side front steering tie rod end had disconnected from the steering knuckle. The cotter pin and nut were missing.

On April 17, 2026 NHTSA sent Roush a draft recall acknowledgment letter and asked Roush to confirm its factual accuracy. Roush communicated to NHTSA that it was investigating the new third warranty claim from the night before and that Roush was evaluating the need to convert the recall to a Do Not Drive consumer advisory.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Inspect, Repair

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Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

Roush will advise owners to Do Not Drive and have their vehicle towed to a Nissan dealer to have the cotter pins and fasteners for the Upper Control Arm ball joint and Steering Tie Rod Ends inspected and checked for proper torque. Any missing cotter pins will be installed after the nuts have been checked for proper torque. All cotter pins will be replaced. Any missing or damaged nuts will be replaced. The work will be performed free of charge to the vehicle owner.

How remedy component differs from recalled component:

same components

Identify how/when recall condition was corrected in production:

March 2, 2026 is when Roush's interim corrective action implementing quality inspection procedures at Roush's assembly site verifying cotter pin installation and proper torque application.

Reimbursement Plan

Description of reimbursement program:

Roush will not be providing a separate reimbursement because all vehicles are under warranty

Period of reimbursement:

Costs to be reimbursed:

Address for reimbursement claims:

Recall Schedule

Description of recall schedule:

Dealer notifications were sent after filing the April 15, 2026 report. Owner notifications will still be sent within sixty days of the April 15, 2026 report.

Planned Dealer Notification Date: Apr 15, 2026 - Apr 30, 2026 No Dealers

Planned Interim Owner Notification Date: May 15, 2026 - Jun 15, 2026 No Owners

Planned Remedy Owner Notification Date: May 15, 2026 - Jun 15, 2026 Phased Recall

Date when VIN will be searchable: