U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V255

Manufacturer Name: Tesla, Inc.
Submission Date: Apr 27, 2026
NHTSA Recall No.: 26V255
Manufacturer Recall No.: SB-26-33-003

Manufacturer Information

Manufacturer Name: Tesla, Inc.
Address: 1 Tesla Road
Austin TX, 78725

Population

Total number of potentially involved: 173
Estimated percentage with defect: 5%

Vehicle Information

Vehicle 1: 2024-2026 TESLA CYBERTRUCK
Product Category: Light Vehicles
Product Type:
Fuel / Propulsion:
Production Dates: Mar 21, 2024 - Nov 25, 2025
Number of potentially involved: 173
Descriptive Information:
The recall population includes certain Model Year (“MY”) 2024 - 2026 Cybertrucks manufactured between March 21, 2024, and November 25, 2025, that were equipped with 18-inch steel wheels either in production (beginning August 28, 2025) or in service.

Defect / Noncompliance Description

Description of the defect or noncompliance:

On affected vehicles, higher severity road perturbations and cornering may strain the stud hole in the wheel rotor, causing cracks to form. If cracking propagates with continued use and strain, the wheel stud could eventually separate from the wheel hub.

FMVSS1:

FMVSS2:

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

Wheel stud separation may affect vehicle controllability, increasing the risk of a collision.

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Description of the cause:

Identification of any warning that can occur:

Initial cracking in the rotor may result in vehicle vibrations and noise that are detectable and audible from inside the cabin.

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: Rassini

Address: 14500 N Beck Rd
Plymouth MI, 48170

Country: United States

Tier of Supplier:

Supplier Type:

Name: Maclean Fogg

Address: 1000 Allanson Rd
Mundelein IL, 60060

Country: United States

Tier of Supplier:

Supplier Type:

Name: Brembo

Address: 47765 Halyard Dr.
Plymouth MI, 48170

Country: United States

Tier of Supplier:

Supplier Type:

Name: Schaeffler Group USA

Address: 1750 East Big Beaver Road
Troy MI, 48083

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Country: United States

Involved Components

Component Name 1: Lug Nut
Component Description: Lug Nut, M14x1.5
Component Part Number: 1027002-00-B

Component Name 2: Wheel Hub
Component Description: Hub and bearing unit
Component Part Number: 1250121-00-A, 1250171-00-E

Component Name 3: Rear Brake Rotor
Component Description: Cast iron brake rotor, 356mm OD
Component Part Number: 1250631-00-A

Component Name 4: Front Brake Rotor
Component Description: Cast iron brake rotor, 351mm OD
Component Part Number: 1250611-00-A

Chronology

- On August 28, 2025, production of the affected vehicles began.
- Completion of pre-production analysis in August 2025 indicated that the mount geometry of the hub and bearing contributed to some rotor cracking observed in pre-production testing. Pre-production testing confirmed that, despite some rotor cracking, all studs remained intact, and no loss of vehicle function or control was observed.
- Based on pre-production testing and analysis, Tesla began validating a durability and performance improvement to add a higher friction coating to the lug nuts to prevent potential loosening. Pre-production testing confirmed that, despite some loosening, all lug nuts remained intact. This improvement was not yet validated when production began on August 28, 2025.
- Based on pre-production testing and analysis, durability and performance improvements to the brake rotor were intended to be incorporated when production began on August 28, 2025. Inadvertently, the improvements were not incorporated due to a change management error.
- On November 4, 2025, Tesla initiated an engineering study in the field to inspect wheels, lug nuts, and rotors on certain affected vehicles to gather additional information about durability and performance.

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- On November 5, 2025, Tesla service identified a service visit from October 28, 2025, where the driver noted “braking pulsations.” Upon inspection of the brake rotors on the customer’s Cybertruck equipped with 18-inch steel wheels, cracks were found on the brake rotor faces. Tesla replaced the brake rotors on the customer’s vehicle. To date, this is the only occurrence of rotor cracking observed in the field.
- On November 25, 2025, production of the affected vehicles stopped due to limited demand of Cybertrucks equipped with 18-inch steel wheels.
- In early December 2025, the cracked brake rotor samples collected from the customer’s vehicle during the October 28 service visit were returned to the component suppliers for component-level testing. Despite regular follow up from Tesla, thermal shock and Vmax stop component tests were not completed by Rassini until February 26, 2026, and not completed by Brembo until April 7, 2026. No loss of vehicle function or vehicle control was observed in the component tests.
- Tesla’s engineering analysis yielded no additional information due to a lack of customer response.
- In April 2026, despite no occurrences of separated studs or lug nuts observed in Tesla’s testing or in the field involving the affected vehicles and components, coupled with the supplier’s component-level tests that found no loss of vehicle function or control due to cracked brake rotors, Tesla engineering considered other pre-production vehicle and wheel design testing in addition to the single occurrence of rotor cracking observed in the field to assess that under continued use and strain, the wheel stud could eventually separate from the wheel hub on affected vehicles.
- Based on the above engineering assessment, on April 14, 2026, out of an abundance of caution, Tesla made a determination to voluntarily recall the affected vehicles.
- As of April 14, 2026, Tesla has identified 3 warranty claims that may be related to the condition. Tesla is not aware of any collisions, fatalities, or injuries that are or may be related to the condition.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type:

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

On affected vehicles and at no charge to customers, Tesla will remove and replace the front and rear brake rotors, hubs, and lug nuts with new front and rear brake rotors, hubs, and lug nuts.

How remedy component differs from recalled component:

The remedy components are designed with more durable geometry that increases hub, rotor, and wheel contact area for reduced stress under operational loads. The lug nuts also have a higher friction coating that is validated to improve torque retention in high-load scenarios.

Identify how/when recall condition was corrected in production:

On November 25, 2025, production of the affected vehicles stopped due to limited demand of

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Cybertrucks equipped with 18-inch steel wheels.

Reimbursement Plan

Description of reimbursement program:
Tesla does not plan to include a statement in the Part 577 owner notification about pre-notice reimbursement to owners because all affected vehicles remain covered under the new vehicle warranty.

Period of reimbursement:

Costs to be reimbursed:

Address for reimbursement claims:

Recall Schedule

Description of recall schedule:

All Tesla stores and service centers will be notified about this recall on or shortly after April 24, 2026. Owner notification letters will be mailed in accordance with 49 C.F.R. § 577.7.

Planned Dealer Notification Date: Apr 24, 2026 - Apr 24, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Jun 20, 2026 - Jun 20, 2026 ☐ Phased Recall

Date when VIN will be searchable: