



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V359

Manufacturer Name: Aston Martin The Americas

Submission Date: Jun 03, 2026

NHTSA Recall No.: 26V359

Manufacturer Recall No.: RA-06-2062

Manufacturer Information

Population

Manufacturer Name: Aston Martin The Americas

Address: Banbury Road
Gaydon
Warwick, United Kingdom
FS, CV35 0DB

Total number of potentially involved: 7

Estimated percentage with defect: 14%

Vehicle Information

Vehicle 1: 2024-2024 ASTON MARTIN VALKYRIE

Product Category: Light Vehicles

Product Type: Passenger Car

Fuel / Propulsion: Hybrid Electric Vehicle

Production Dates: Dec 19, 2023 - Dec 20, 2024

Number of potentially involved: 7

Descriptive Information:

Of the 51 MY24 Valkyrie vehicles known by Aston Martin to be in the USA 7 of these Valkyrie vehicles were built with the track suspension.

Defect / Noncompliance Description

Description of the defect or noncompliance:

On affected vehicles, in a combination of very specific conditions, the seal within one of the brake master cylinders can deform. When this happens, brake fluid for the applicable diagonal brake circuit will not be released back into the reservoir when the brake pedal is released. If this fluid cannot flow back, this will not release the brake pressure in that diagonal brake circuit. If the brake pressure reaches a saturation point because of this failure, the brakes can drag which can lead to an increase in brake temperature in that diagonal brake circuit. If the brake disc temperature is already elevated when the combination of conditions is met and the vehicle is driven in an aggressive manner, this can cause the brake discs to reach a temperature where there is a risk that the resin within the carbon fibre rear brake cooling duct can reach ignition point. The conditions for this fault to occur will only be met in a track environment and cannot be met when the vehicle is used on the public road due to the body slip angle and speeds required.

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If brake latching does occur, the vehicle can still be brought to a controlled stop due to the other diagonal brake circuit which is unaffected.

FMVSS1:

FMVSS2:

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

If the brake disc temperature is already elevated when the combination of conditions is met and the vehicle is driven in an aggressive manner, this can cause the brake discs to reach a temperature where there is a risk that the resin within the carbon fibre rear brake cooling duct can reach ignition point. Which can lead to a fire.

Description of the cause:

All the below conditions for brake latching to occur must be met simultaneously:

- The vehicle must be driven in a track environment with the track suspension pack installed
- ESP must be set to ESP Sport, ESP Track, or ESP Off.
- The vehicle needs to be in an oversteer "slide" or "drift" state, where it has exceeded a yaw rate and body slip angle threshold.
- The driver needs to be counter steering against the vehicle oversteer condition enough that the ESP has intervened to apply the brake on the front inside wheel. At the same time the front outside brake will build up brake fluid pressure.
- The vehicle needs to be in a state of high lateral acceleration
- The driver must be using the throttle either during or just before brake application so that ESP intervenes on the rear inside wheel.
- As Valkyrie does not have an eDiff or a limited slip differential, brake pressure will be built up to prevent the rear inside wheel from spinning.
- The driver must heavily apply the brake pedal (such as an emergency stop) at the exact moment when both the front and rear brakes of a diagonal brake circuit have been pre-filled due to the ESP interventions.

Brake pressure will build when the brakes in a brake circuit are filled by both pedal activation and ESP intervention.

The root cause of the fault is that when the brake system was originally designed for Valkyrie, it was not intended to be used with an Electronic Stability Program (ESP) and adjustable Traction Control (TC). As such, the seal design does not allow for controlling the fluid in both an ESP intervention and a brake pedal application at the same time.

If the brake disc temperature is already elevated when the combination of conditions is met and the vehicle is driven in an aggressive manner, this can cause the brake discs to reach a temperature where there is a risk that the resin within the carbon fibre rear brake cooling duct can reach ignition point.

Identification of any warning that can occur:

No visual warning will be given to the driver in the instrument cluster. Brakes dragging will be felt by the driver in the event of a pressure latch scenario. Pedal feel will be different to normal driving.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: Alcon Components Ltd

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Address: Apollo
Lichfield Rd Industrial Estate
Staffordshire Foreign States, B797TN

Country: United Kingdom

Involved Components

Component Name 1: Left Side Brake Master Cylinder

Component Description: Brake cylinder

Component Part Number: KY9Y-Q2450D-BA

Component Name 2: Right Side Brake Master Cylinder

Component Description: Brake Cylinder

Component Part Number: KY9Y-Q2450E-BA

Chronology

Investigation Report:

1. 1st November 2022 – During an intentionally induced emergency stop mid traction control event on prototype vehicle - X99011, one of the diagonal brake circuits became saturated with pressure. This caused a reverse pressure spike through the master cylinder which caused the seal to deform. This meant that the excess fluid could not return to the brake fluid reservoir. Therefore, the front-right rear-left diagonal brake circuit built up excess fluid pressure.
This caused the brakes to start to drag, which led to a build-up of temperature on the rear-left wheel, which caused further excess fluid pressure ultimately increasing brake temperature to the point the rear left brake duct assembly caught fire, spreading to rear quarter until it was extinguished by service at the track.
This triggered an investigation into the cause of the build-up of brake pressure.
2. 7th November 2022 – Meetings began with Alcon to investigate the cause of the failure.
3. February 2023 – Root cause found to be that the brake master cylinder design was not compatible with an ESP application. Work begins on design and testing of new piston and seal components. This went through multiple designs and testing loops with supplier and vehicle tests.
4. March 2025 – Successful vehicle tests completed where piston and seal design were finalised.
5. April 2025 - The Company's Technical Review Group (TRG) met to discuss introduction of the new piston and seal design onto affected vehicles.
6. 17th July 2025 – Part release started internally for the new brake master cylinder design.
7. 3rd September 2025 Part released into Aston Martin parts systems.
8. The Company's Critical Concerns Review Group (CCRG) met periodically from 20th December 2025 to assess the nature and scope of potential concerns related the brake master cylinder in respect

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to road vs track usage scenarios.

9. Negotiations with supplier regarding volume and scope of reworked master cylinders and brand new master cylinders.

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

11. The Recall Committee convened on 27 May 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: Repair

Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

Aston Martin will recall all the vehicles with track suspension pack as identified in Table 1 to replace the brake master cylinders. The revised design brake master cylinders will be included as part of the track suspension pack if owners wish to update their vehicle to have track suspension pack content.

How remedy component differs from recalled component:

The revised brake master cylinders use a new seal and piston that has been designed to operate in an ESP and TC application.

Identify how/when recall condition was corrected in production:

At the time of the new seal and piston being introduced, all Valkyrie production had been completed. Therefore, there is no correction to introduce in production. The revised brake master cylinders will be included as part of the track suspension pack if owners wish to update their vehicle to have track suspension pack content.

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 5 hours to complete. This will be completed at no cost to the owner.

Period of reimbursement:

No time limit.

Part 573 Safety Recall Report**26V359****Costs to be reimbursed:****Address for reimbursement claims:**

11 W 42nd St
Floor 22
New York NY, 10036

Recall Schedule**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: Jun 04, 2026 - Jul 23, 2026 No Dealers

Planned Interim Owner Notification Date: Jun 17, 2026 - Jun 24, 2026 No Owners

Planned Remedy Owner Notification Date: Nov 05, 2026 - Nov 26, 2026 Phased Recall

Date when VIN will be searchable: Jun 17, 2026