U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V546

Manufacturer Name: Daimler Trucks North America, LLC

Submission Date: Aug 24, 2026

NHTSA Recall No.: 26V546

Manufacturer Recall No.: F1038

Manufacturer Information

Manufacturer Name: Daimler Trucks North America, LLC

Address: 4747 N. Channel Avenue
Portland OR, 97217-3849

Population

Total number of potentially involved: 65

Estimated percentage with defect: 3%

Vehicle Information

Vehicle 1: 2027-2027 THOMAS BUILT BUSES SAF-T-LINER EFX2

Product Category: Buses, Medium & Heavy Vehicles

Product Type: School Bus

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Jan 14, 2026 - Jun 05, 2026

Number of potentially involved: 19

Descriptive Information:

Certain model year 2027 Thomas Built Buses Saf-T-Liner HDX2 and Saf-T-Liner EFX2 school buses built January 3, 2026 through June 10, 2026 may have been manufactured without certain interior header connector plates. Vehicles outside the recall population were produced with the interior header connector plates.

Vehicle 2: 2027-2027 THOMAS BUILT BUSES SAF-T-LINER HDX2

Product Category: Buses, Medium & Heavy Vehicles

Product Type: School Bus

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Jan 03, 2026 - Jun 10, 2026

Number of potentially involved: 46

Descriptive Information:

Certain model year 2027 Thomas Built Buses Saf-T-Liner HDX2 and Saf-T-Liner EFX2 school buses built January 3, 2026 through June 10, 2026 may have been manufactured without certain interior

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header connector plates. Vehicles outside the recall population were produced with the interior header connector plates.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Certain Thomas Built Buses Saf-T-Liner HDX2 and Saf-T-Liner EFX2 vehicles fail to conform to the Federal Motor Vehicle Safety Standards No. 210 "Seat Belt Assembly Anchorages", and/or FMVSS 221 "School Bus Body Joint Strength". The affected vehicles may not have been manufactured with one or more interior header connector plates used as a structural reinforcement for the driver's seat belt upper anchorage and in the interior body joint seam.

FMVSS1: 210 - Seat belt assembly anchorages

FMVSS2: 221 - School bus body joint strength

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

A missing connector plate at the driver seat belt anchorage or interior body joint does not meet the applicable FMVSS performance requirements and may not perform as intended in certain crash events, increasing the risk of injury.

Description of the cause:

Identification of any warning that can occur:

N/A

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: Daimler Truck North America

Address: TEC, 4747 N Channel Ave
Portland OR, 97217

Country: United States

Involved Components

Component Name 1: HEADER WINDOW INTERIOR CONNECTOR

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Component Description: HEADER WINDOW INTERIOR CONNECTOR

Component Part Number: TBB 243177

Chronology

In June 2026 in the course of inspecting buses at its facility for an unrelated issue, Thomas Built Buses (TBB) identified certain buses where the header assembly was missing the connector plate reinforcement at the front of the bus and at the center header. TBB promptly initiated an investigation of onsite buses built in calendar year 2025 and 2026 to evaluate the extent of the condition and potential impact on the buses' compliance with FMVSS 210 and FMVSS 221. Physical disassembly of portions of the bus interiors was required before an inspection for the presence of the connector plates could occur. This manual inspection process continued through July 2026 and was completed in early August 2026. The inspection identified 11 of more than 400 buses built in calendar year 2026 that were missing one or more connector plates and no affected buses built in calendar year 2025. Upon completion of the inspection, TBB reviewed production records and the inspection data as well as analyzed the performance of the buses with missing connector plate(s) to the FMVSS requirements. Based on that information, on August 19, 2026, Daimler Truck North America (DTNA) determined that if buses in the field were missing one or more connector plates that were intended to be present in buses when validated to certain FMVSS compliance requirements, the buses would not meet either the applicable driver seat belt anchorage performance requirements of FMVSS 210 or the tensile strength requirements of FMVSS 221 or both. Neither DTNA nor TBB is aware of any injuries, deaths, or claims related to this issue.

Following a review of internal records, DTNA identified five vehicles which could not be confirmed had been addressed before departing the TBB facility. On September 8, 2026, DTNA amended the recall population to include five additional vehicles in the recall population out of an abundance of caution.

On September 17, 2026, DTNA updated its Defect Information Report to include a description of the recall remedy.

On October 26, 2026, DTNA updated its Defect Information Report to revise the remedy schedule to include a Planned Interim Owner Notification Date and to revise the Planned Remedy Owner Notification Date in the Recall Schedule.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Inspect, Repair

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

Daimler Truck North America authorized service facility will remedy the affected vehicles by inspecting each vehicle for any missing header connector(s) and installing the connector(s) where necessary. Repairs will be performed free of charge by Daimler Truck North America authorized service facilities.

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Details of the reimbursement plan will be included in the owner's notification letter. Owners are directed to seek reimbursement through authorized dealers.

How remedy component differs from recalled component:

Vehicles receiving the remedy will have the required interior header connector plate(s) installed.

Identify how/when recall condition was corrected in production:

The issue was corrected in production in June 2026 when installer training was provided and an inspection protocol was implemented.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Customer notification will be made by first-class mail using Daimler Trucks North America records to determine the customers affected.

Planned Dealer Notification Date: Sep 11, 2026 - Sep 11, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: Oct 21, 2026 - Oct 21, 2026 ☐ No Owners

Planned Remedy Owner Notification Date: Nov 30, 2026 - Nov 30, 2026 ☐ Phased Recall

Date when VIN will be searchable: