



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V590

Manufacturer Name: Volkswagen Group of America, Inc.

Submission Date: Sep 11, 2026

NHTSA Recall No.: 26V590

Manufacturer Recall No.: 48LG, 48VT

Manufacturer Information

Population

Manufacturer Name: Volkswagen Group of America, Inc.

Address: 3800 Hamlin Road
Auburn Hills MI, 48326

Total number of potentially involved: 208,724

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2018-2019 VOLKSWAGEN ATLAS

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Nov 30, 2016 - Sep 22, 2018

Number of potentially involved: 82,601

Descriptive Information:

The recall population was determined based on production records.

The recalled products differ from products that were not included in the recall because the recalled vehicles were manufactured with a specific steering rack. Vehicles not included in the recall were manufactured with a different steering rack and are therefore not affected by the condition addressed by this recall.

Vehicle 2: 2018-2018 VOLKSWAGEN TIGUAN

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Mar 22, 2017 - Jun 18, 2018

Number of potentially involved: 85,713

Descriptive Information:

The recall population was determined based on production records.

The recalled products differ from products that were not included in the recall because the recalled vehicles were manufactured with a specific steering rack. Vehicles not included in the recall were

Part 573 Safety Recall Report

26V590

manufactured with a different steering rack and are therefore not affected by the condition addressed by this recall.

Vehicle 3: 2019-2021 AUDI Q3

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: May 21, 2019 - Jul 16, 2021

Number of potentially involved: 40,410

Descriptive Information:

The recall population was determined based on production records.

The recalled products differ from products that were not included in the recall because the recalled vehicles were manufactured with a specific steering rack. Vehicles not included in the recall were manufactured with a different steering rack and are therefore not affected by the condition addressed by this recall.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Corrosion at the affected left-hand-drive steering rack-to-subframe mounting connection may lead to a fracture of the bolt head.

FMVSS1:

FMVSS2:

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

If the bolt head fractures, the steering rack remains attached to the subframe by only one mounting point. Continued loading may result in a fracture of the steering rack housing, which could lead to a loss of steering capability. Vehicle testing and field reports indicate that such a housing fracture is most likely to occur during parking or low-speed maneuvering events, where steering loads are particularly high.

Description of the cause:

Moisture may enter the area around the right steering rack mounting bolt. Over the service life of the vehicle, this may lead to corrosion of the bolt, which can subsequently result in a fracture of the bolt head.

Identification of any warning that can occur:

Part 573 Safety Recall Report

26V590

The condition may be detectable by unusual metallic rattling or knocking noises originating from the front axle area.

Component Manufacturer

Tier of Supplier:**Supplier Type:** OEM**Name:** Volkswagen Group of America**Address:** 3800 Hamlin Rd
Auburn Hills MI, 48326**Country:** United States

Involved Components

Component Name 1: Bolt**Component Description:** Steering**Component Part Number:** N.105.524.02

Chronology

October 2024: Volkswagen received the first field report involving corrosion of a steering rack mounting bolt and broken steering rack housing from outside the North American Region. An investigation was initiated, and the steering rack and subframe components were requested for detailed analysis.

November 2024 - January 2025: Cross-functional analyses involving engineering, production, supplier, and materials experts were conducted. Examination of the returned components identified corrosion-induced bolt head fracture of the steering rack mounting bolt resulting in a fractured steering rack housing. Additional investigations focused on potential moisture ingress paths and environmental influences, which led to corrosion of the steering rack bolt.

January - July 2025: Additional field investigations, vehicle inspections, and engineering evaluations were performed. The investigation identified moisture ingress into the steering rack mounting area as a contributing factor to bolt corrosion. Volkswagen continued field investigations and engineering assessments to better understand the corrosion mechanism, environmental influences, and potential field occurrence of the condition.

August 2025: Volkswagen received a second field report similar condition on a vehicle from outside the North American Region. The investigation scope was expanded to further evaluate the root cause, field occurrence, and potential corrective measures.

September 2025: Volkswagen started expanding its investigation activities to include the evaluation of alternative bolt surface coatings to improve the robustness of the steering rack bolt.

December 2025: Volkswagen received a third field report involving a similar condition from outside the North American Region. Continued component analyses, field investigations, engineering evaluations,

Part 573 Safety Recall Report

26V590

and testing activities were conducted.

March - April 2026: Vehicle testing, field inspections, and engineering analyses were conducted to assess the progression and potential consequences of the condition. Testing indicated that a potential steering rack housing fracture would most likely occur during parking maneuvers or low-speed steering inputs involving high steering loads. Based on the information available at that time, the condition was considered primarily limited to parking and low-speed maneuvering situations and occurrence during normal driving conditions was considered unlikely. Volkswagen nevertheless continued its investigation to further evaluate the potential safety implications of the condition and the consequences of a housing fracture event.

May – June 2026: Volkswagen and Audi Product Safety Committees reviewed the results of field investigations, vehicle testing, and risk assessments. Potential field activities were evaluated. Testing and analyses continued to further evaluate the potential consequences of the condition under customer operating conditions.

August 2026: During further investigations, it was determined that a steering rack housing fracture may not necessarily be immediately apparent to the driver. Based on the updated analysis and risk assessments, the topic was escalated again to the Volkswagen and Audi Product Safety Committees.

September 4, 2026: Based on the results of the investigations, testing activities, field experience, and safety assessments, the Product Safety Committees determined that a safety-related defect may exist. Volkswagen and Audi therefore decided to conduct a voluntary safety recall. Volkswagen and Audi are not aware of any crashes, fires, injuries, deaths, warranty claims, field reports, service reports, or other information associated with this topic in the North American Region.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Replace

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

Replace the right steering rack mounting bolt with a bolt featuring a highly corrosion-resistant polymer coating.

How remedy component differs from recalled component:

The recall remedy component can be distinguished from the recalled component because the recall remedy bolt differs from the recalled bolt by the application of an improved corrosion-resistant coating. This coating provides enhanced corrosion protection and significantly improves long-term durability.

Identify how/when recall condition was corrected in production:

The recall condition was phased out by production changes between June 2018 and July 2021 for all affected US models.

Part 573 Safety Recall Report**26V590****Reimbursement Plan**

Manufacturer used general reimbursement plan on file.

Recall Schedule**Description of recall schedule:**

Planned Dealer Notification Date: Sep 16, 2026 - Sep 16, 2026

☐ No Dealers

Planned Interim Owner Notification Date:

☐ No Owners

Planned Remedy Owner Notification Date: Nov 10, 2026 - Nov 10, 2026

☐ Phased Recall

Date when VIN will be searchable: Sep 16, 2026