



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V685

Manufacturer Name: Subaru of America, Inc.

Submission Date: Oct 19, 2026

NHTSA Recall No.: 26V685

Manufacturer Recall No.: WRI26

Manufacturer Information

Population

Manufacturer Name: Subaru of America, Inc.

Address: One Subaru Drive
Camden NJ, 08103

Total number of potentially involved: 8

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2026-2026 SUBARU CROSSTREK

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Aug 04, 2026 - Aug 06, 2026

Number of potentially involved: 4

Descriptive Information:

- Based on supplier process records and vehicle traceability records, four (4) vehicles were identified as potentially having an insufficiently tightened castle nut.
- Vehicles included in this recall are those identified through supplier process records and vehicle traceability records as potentially having an insufficiently tightened castle nut. Vehicles not included were confirmed through these records to have the castle nut properly tightened.

Vehicle 2: 2026-2026 SUBARU FORESTER

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Aug 05, 2026 - Aug 13, 2026

Number of potentially involved: 4

Descriptive Information:

- Based on supplier process records and vehicle traceability records, four (4) vehicles were identified as potentially having an insufficiently tightened castle nut.

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- Vehicles included in this recall are those identified through supplier process records and vehicle traceability records as potentially having an insufficiently tightened castle nut. Vehicles not included were confirmed through these records to have the castle nut properly tightened.

Defect / Noncompliance Description

Description of the defect or noncompliance:

The affected vehicles may have been manufactured with an insufficiently tightened left-hand front lower control arm ball joint castle nut. If the castle nut is not properly tightened to the specified torque, the ball joint may separate from the lower control arm. A separated ball joint may lead to a loss of control while driving.

FMVSS1:

FMVSS2:

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

If the front lower control arm ball joint separates from the control arm, it may lead to a loss of control while driving, increasing the risk of a crash.

Description of the cause:

During the supplier manufacturing process for left-hand front lower control arm assemblies, several assemblies may have been placed in the finished-goods rack prior to completing the final torquing of the castle nut. These assemblies were then subsequently shipped to Subaru's assembly line.

Identification of any warning that can occur:

There is no preceding warning.

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: TOA (USA), LLC

Address: Pleiades Drive
Mooresville IN, 46158

Country: United States

Involved Components

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Component Name 1: ARM ASSY FRONT LOWER LH
Component Description: Front lower control arm assembly, left-hand side
Component Part Number: 20202FN03A

Chronology

September 15, 2026 - A field report was received concerning a left-hand front lower control arm ball joint separation.

September 16, 2026 - Subaru initiated a 100% inspection of the castle nut fastening condition during assembly.

September 16, 2026 - October 9, 2026 – During this period, Subaru conducted an investigation into the report. The investigation determined that the left-hand front lower control arm ball joint had separated from the lower control arm due to insufficient castle nut tightening torque, leading to a loss of control while driving.

A review of the supplier's manufacturing records confirmed that certain affected lower ball joint assemblies, including the one installed on the field-report vehicle, did not have a recorded inspection pass result. Based on the investigation, Subaru determined that these parts may have been shipped without the castle nut being tightened to the correct torque specification. As a result, the ball joint may separate from the lower control arm during vehicle operation.

October 10, 2026 – Out of an abundance of caution, Subaru decided to conduct a voluntary safety recall.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Inspect, Replace

Consumer Advisories: ☒ Do Not Drive ☐ Park Outside

Description of remedy program:

Subaru instructed affected dealers to contact owners and instruct them not to drive their vehicle and to schedule towing to the dealer for inspection. Subaru dealers will inspect the left-hand front lower control arm ball joint assembly and replace, as necessary, at no cost to the customer.

How remedy component differs from recalled component:

The remedy component has a properly tightened castle nut with the specified fastening condition ensured.

Identify how/when recall condition was corrected in production:

Subaru initiated a 100% inspection of the castle nut fastening condition at its assembly plant on

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September 16, 2026.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Dealers were notified on October 15, 2026. Subaru will coordinate with dealers to contact each affected owner directly. Owner notification will occur within 60 days, if necessary.

Planned Dealer Notification Date: Oct 15, 2026

☐ No Dealers

Planned Interim Owner Notification Date:

☐ No Owners

Planned Remedy Owner Notification Date: Dec 16, 2026

☐ Phased Recall

Date when VIN will be searchable: