



DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2026-1750]

Denial of Motor Vehicle Defect Petition, DP26002

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Denial of a petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a defect petition (DP26002) submitted by Mr. Bhupinder Dhadda. The petition requested that the Agency initiate a safety defect investigation into wheel fastening practices on heavy-duty vehicles and vehicles utilizing 10-285.75 mm bolt circle wheels, with the focus of the investigation being the absence of a redundant mechanical wheel fastener mechanism. After conducting a technical review of the petition and other information, NHTSA's Office of Defects Investigation has concluded that the issues raised by the petition do not warrant a defect investigation at this time. Accordingly, the Agency has denied the petition.

FOR FURTHER INFORMATION CONTACT: Andrew Brady, Medium and Heavy-Duty Vehicle Defect Division, Office of Defects Investigation, NHTSA, 1200 New Jersey Avenue, SE, Washington, DC, 20590. Telephone: 202-751-5800. Email: andrew.brady@dot.gov.

SUPPLEMENTARY INFORMATION:

Introduction

Interested persons may petition NHTSA requesting that the Agency initiate an investigation to determine whether a motor vehicle or an item of replacement equipment does not comply with an applicable motor vehicle safety standard or contains a defect that relates to motor vehicle safety. 49 U.S.C. § 30162(a)(2); 49 CFR § 552.1. Upon receipt of a properly filed petition,

the Agency conducts a technical review of the petition, material submitted with the petition, and any additional information. 49 U.S.C. § 30162(a)(2); 49 CFR § 552.6. The technical review may consist solely of a review of information already in the possession of the Agency, or it may include the collection of information from a motor vehicle manufacturer or other sources. After conducting the technical review and considering appropriate factors, which may include, but are not limited to, the nature of the complaint, allocation of Agency resources, Agency priorities, the likelihood of uncovering sufficient evidence to establish the existence of a defect, and the likelihood of success in any necessary enforcement litigation, the Agency will grant or deny the petition. *See* 49 U.S.C. § 30162(a)(2); 49 CFR § 552.8.

Background Information

The Office of Defects Investigation (ODI) received a petition on November 21, 2025, requesting a defect investigation to “determine whether the absence of a redundant mechanical wheel fastener locking mechanism constitutes a safety-related defect in motor vehicles and motor-vehicle equipment” in the heavy-vehicle sector. On March 4, 2026, NHTSA opened Defect Petition DP26002 to evaluate the petitioner’s request. The petition itself can be reviewed at [NHTSA.gov](https://www.nhtsa.gov) under ODI number 11703245.

Summary of Petition

The petition alleges that heavy-vehicle wheel fasteners can loosen once a vehicle is placed into service due to real-world stresses such as thermal cycling, vibration, dynamic loads, embedment relaxation, and joint fatigue. The petitioner requested that NHTSA initiate a defect investigation to determine whether the absence of a redundant mechanical wheel fastener locking mechanism constitutes a safety-related defect in the heavy-vehicle sector.

Office of Defects Investigation Analysis

The petition focused on all vehicles utilizing the 10-285.75 mm bolt wheels, also known as 10 Hole 22.5” Hub Pilot Wheels. ODI conducted a comprehensive search of Vehicle Owner Questionnaires (VOQ) and Early Warning Reporting (EWR) data for vehicles equipped with the

subject wheels. Furthermore, ODI reviewed six months of the Federal Motor Carrier Safety Administration's Motor Carrier Management Information System (MCMIS) violation data for commercial vehicles cited for loose or missing wheel fasteners. After reviewing this data, ODI has found insufficient evidence to support the petitioner's claim that a safety-related defect exists.

The data indicates that instances of loose or missing fasteners typically occur at higher mileages following fleet maintenance activities, rather than because of an inherent vehicle manufacturing or design defect. Furthermore, commercial motor vehicle operators are required to conduct daily pre-trip inspections to detect and mitigate loose fasteners before operation. Given the lack of evidence establishing a systemic safety defect, ODI is denying this petition.

The denial of this petition does not foreclose the Agency from taking further action if warranted or making a future finding that a safety-related defect exists based upon additional information the Agency may receive.

Authority: 49 U.S.C. 30162(d) and 49 CFR Part 552; delegation of authority at 49 CFR 1.95(a).¹

Eileen Sullivan,

Associate Administrator for Enforcement.

[FR Doc. 2026-16749 Filed: 8/14/2026 8:45 am; Publication Date: 8/17/2026]

¹ The authority to determine whether to approve or deny defect petitions under 49 U.S.C. § 30162(d) and 49 CFR Part 552 has been further delegated to the Associate Administrator for Enforcement.