U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 25V367

Manufacturer Name: Orange EV
Submission Date: Jun 02, 2025
NHTSA Recall No.: 25V367
Manufacturer Recall No.: 2025-SRC-04

Manufacturer Information

Manufacturer Name: Orange EV
Address: 900 N 69th St
Kansas City KS, 66102

Population

Total number of potentially involved: 47
Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2023-2025 Orange EV HUSK-e
Product Category: Buses, Medium & Heavy Vehicles
Product Type:
Fuel / Propulsion: Electric Battery Power
Production Dates: Nov 01, 2023 - May 30, 2025
Number of potentially involved: 47
Descriptive Information:
This recall covers all Orange EV HUSK-e Trucks manufactured by Orange EV (11/2023 through 5/30/2025)

Defect / Noncompliance Description

Description of the defect or noncompliance:

Orange EV HUSK-es are electric trucks that are primarily used at private shipping yards and terminals, but which may also operate on public roads. The subject vehicles are certain 2023 – 2025 Orange EV HUSK-es that were manufactured with an inadequate thermal fuse in the high voltage short circuit protection system.

FMVSS1:

FMVSS2:

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

In the event of a short or surge in the HV system, the thermal fuse may open too slowly or not at all resulting in contactor weldment, increasing the risk of a thermal event or possible fire.

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Description of the cause:

Identification of any warning that can occur:

Warning to Driver: If the thermal fuse opens too slowly or not at all and the contactors weld, the driver may notice popping noises, smell burning, see smoke, or observe fire.

Component Manufacturer

Tier of Supplier: Tier 2

Supplier Type: OEM

Name: Mersen

Address: 215 Stackpole Street
St. Marys PA, 15857

Country: United States

Involved Components

Component Name 1: Thermal Fuse

Component Description: Thermal Fuse

Component Part Number: MEV100J600-4

Chronology

December 2024

On December 5, 2024, during an internal service training event on an engineering truck, while the truck was parked and electrical systems were active, smoke was observed escaping from the driver side high voltage battery. The technical training instructor immediately powered down the truck, and removed the Manual Service Disconnect (MSD) to fully disable the HV system. After conducting a review of the event, it was found that the fuse in the high voltage short circuit protection system did not open and the contactors of the circuit were welded closed. It was decided at that time to monitor trucks in the field.

February 2025 – March 2025

On February 6, 2025, a customer contacted OEV field service due to a truck in the field entering limp mode operation with a low coolant warning. The driver of the truck stated that he heard some loud popping noises and smelled burning while driving and was able to bring the truck back to the facility. The technician that conducted the onsite investigation diagnosed the truck's failure to a "traction motor short". The truck was repaired and placed back into service. After additional investigation and return of parts to the supplier, the traction motor components were too damaged to conduct an analysis but it appeared the two contactors on the thermal fuse were welded closed.

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Thereafter, OEV continued to investigate the issue since similarities were observed in each event both with closed contactors. On March 7, 2025, OEV conducted an experiment to observe the actual Time vs Current curves of the type of thermal fuse used in the HUSK-e vehicles and contactors vs their respective datasheets. Based on the datasheets, OEV determined the thermal fuse should begin opening before the contactors above 1200 A, but during the experiment, OEV observed the thermal fuse opening after the contactors. OEV also observed that contactors were being forced open from an electromagnetic field around the contactors generated from high current. OEV continued to review the issue internally including evaluating the thermal fuse efficacy within the current system, in speaking with the thermal fuse supplier, their investigation indicated that in the first two instances the fuse passed considering its published specifications. Because the thermal fuse performed according to its specifications in the two previous events and prevented the short from escalating, OEV continued to monitor the issue.

May 2025

On May 19, 2025, a customer contacted OEV field service after observing a flame coming from outside the driver battery box which was suppressed with an extinguisher. In this event, it was observed that the contactors for the fuse had melted.

Based on the events and results of the investigations above, May 28. 2025, Orange EV has decided to conduct a recall to address this issue.

As of May 28, 2025, there have been two warranty claims potentially related to this issue, one including a thermal event. Orange EV has not received any additional external reports or complaints about this issue. At this time, Orange EV is not aware of any crashes, injuries or fatalities related to this condition.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Repair

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

Orange EV will notify all known owners of subject vehicles by first-class mail or hand-delivery to contact Orange EV Field Service to schedule the removal of the existing thermal fuse and installation of the replacement that will open before the contactors in the event of a short or surge in the HV system providing the necessary short circuit protection.

How remedy component differs from recalled component:

The remedy fuse is an electromechanical fuse that is tuned to open precisely to within less than 3 milliseconds in the event of an overcurrent, preventing weldment of the contactors.

Identify how/when recall condition was corrected in production:

Orange EV has initiated a stop sale on HUSK-es until the production remedy is available.

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Reimbursement Plan

Description of reimbursement program:
No reimbursement is being offered, as they are covered under warranty.

Period of reimbursement:
N/A

Costs to be reimbursed:
N/A

Address for reimbursement claims:

Recall Schedule

Description of recall schedule:

We anticipate providing the attached Customer Letter as soon as it is approved by NHTSA, and no later than June 18, 2025.

Planned Dealer Notification Date: ☑ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Jun 13, 2025 - Jun 18, 2025 ☐ Phased Recall

Date when VIN will be searchable: