



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V465

Manufacturer Name: Malibu Boats, LLC

Submission Date: Jul 11, 2025

NHTSA Recall No.: 25V465

Manufacturer Recall No.:

Manufacturer Information

Population

Manufacturer Name: Malibu Boats, LLC

Address: 5075 Kimberly Way
Loudon TN, 37774

Total number of potentially involved: 2,001

Estimated percentage with defect: 2%

Vehicle Information

Vehicle 1: 2021-2026 MALIBU BOATS TRIPLE AXLE BOAT TRAILER

Product Category: Trailers

Product Type: Boat Trailer

Fuel / Propulsion:

Production Dates: Sep 21, 2020 - Jun 10, 2025

Number of potentially involved: 2,001

Descriptive Information:

Suspect trailers include all triple-axle variants of Malibu Boats trailers produced between 09/21/2020 and 06/10/2025.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Type of brake line used in manufacturing may allow for the potential of the brake line to fracture at the connection point to the caliper.

FMVSS1:

FMVSS2:

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

In the event of a potential brake line failure, there would be brake loss.

Description of the cause:

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While the cause of the defect is still under investigation, it appears to be the use of the incorrect type of brake line. The suspect trailers use steel brake lines from the master cylinder to each caliper, excluding junctions. The lines are believed to be inadequately supported and the rigidity of this system may allow for the potential of the brake lines to fracture at the connection to the calipers.

Identification of any warning that can occur:

If a line has completely fractured, the owner can visually verify the failure has occurred, as the brake line will be physically disconnected from the caliper. In the case of a partial fracture, brake fluid may be present at or near the connection points between the brake lines and calipers. A loss of braking can be felt by the driver of the tow vehicle during towing as an abnormal “surge” of the trailer on the tow vehicle when initiating braking.

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name:

Address:

Country:

Involved Components

Component Name 1:

Component Description:

Component Part Number:

Chronology

6/23/25 – Sales sends email to factory from dealership stating they had a boat trailer where “brake line came off and [was] hanging” and they “have seen this 3 or 4 times”.

6/23/25 – Prototype/R&D trailers on-site inspected and potential root causes theorized, suspecting excess line bend configuration/location as the likely cause.

6/27/25 – Received email with additional photos of another trailer with a similar issue.

6/30/25 – Internal meeting to discuss what additional information needed for investigation and corrective action.

7/1/25 – Warranty data pulled for review, which revealed additional instances of similar failure mode at other dealerships. Review also revealed that based on production dates, likely cause was removal of rubber hose connections and conversion to direct solid-line connections.

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7/1/25 – Reviewed timeline of changes to braking system, which revealed solid line conversion occurred on 9/21/2020.

7/2/25 – Pulled comprehensive list of suspect trailers from 9/21/20 to date.

7/2/25 – Met internally to discuss a plan for corrective action.

7/3/25 – Met with outside counsel to determine requirements for reporting in accordance with applicable regulations. Company made the determination that a safety defect exists and there is need to self-report.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Repair

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

Malibu will repair the affected trailers using the repair procedures developed and communicated to dealers. The appropriate repair process is still being evaluated, with consideration being given to additional supports to the solid brake lines and also a retro-fit process to include a flexible rubber section of hose, that replicates the brake line type utilized prior to the 9/21/2020 change. Malibu will also agree to reimburse any customer who purchased one of the potentially affected trailers who fixed or attempted to fix the binding issue at his or her own cost before Malibu notified NHTSA or issued its owner notifications.

How remedy component differs from recalled component:

The appropriate repair process is still being evaluated.

Identify how/when recall condition was corrected in production:

Malibu corrected this problem in its trailer manufacturing by implementing the type of brake line utilized prior to the 9/21/2020 change, which incorporates a flexible rubber section of hose connecting the steel brake line to the caliper at each wheel.

Reimbursement Plan

Description of reimbursement program:

Period of reimbursement:

Costs to be reimbursed:

Address for reimbursement claims:

Part 573 Safety Recall Report**25V465****Recall Schedule****Description of recall schedule:**

Malibu anticipates that owner letters will be sent out within 45 days of NHTSA sending a written acknowledgement letter to Malibu, approving the contents of this safety defect report. A final copy of owner letter will be provided to NHTSA, along with repair procedures. All repairs will be completed within 60 days of a customer presenting its trailer to Malibu for repair.

Planned Dealer Notification Date:☐ No Dealers**Planned Interim Owner Notification Date:**☐ No Owners**Planned Remedy Owner Notification Date:**☐ Phased Recall**Date when VIN will be searchable:**