TOYOTA

Toyota Motor North America, Inc.

Vehicle Safety & Compliance
Liaison Office
Mail Stop: W4-2D
6565 Headquarters Drive
Plano, TX 75024

November 6, 2025

DEFECT INFORMATION REPORT

1. Vehicle Manufacturer Name:

Toyota Motor Corporation ["TMC"]
1, Toyota-cho, Toyota-city, Aichi-pref., 471-8571, Japan

Toyota Motor Manufacturing, Texas, Inc. ["TMMTX"]
1 Lone Star Pass, San Antonio, TX 78264

Affiliated U.S. Sales Company:

Toyota Motor North America, Inc. ["TMNA"]
6565 Headquarters Drive, Plano, TX 75024

Manufacturer of Engine assembly:

Toyota Motor Corporation Tahara Plant
3-1 Midorigahama, Tahara, Aichi 441-3401, Japan
Phone: +81-531-22-6161

Country of Origin: Japan

Toyota Motor Manufacturing, Alabama, Inc. ["TMMAL"]
1 Cottonvalley Drive NW, Huntsville, Alabama 35810
Phone: 256-746-5000

Country of Origin: U.S.A.

2. Identification of Involved Vehicles and Affected Components:

Based on production records, we have determined the involved vehicle population to be the vehicles listed in the table below.

Make/Car Line	Model Year	Manufacturer	Production Period
Toyota / Tundra	2022-2024	TMMTX	November 22, 2021 through February 14, 2024
Lexus / LX600	2022-2024	TMC	February 26, 2022 through April 2, 2024
Lexus / GX550	2024	TMC	May 31, 2023 through April 10, 2024

Applicability	Part Number	Part Name	Component Description
MY2022-2024 Toyota Tundra	11400-F4010 11400-F4020	BLOCK ASSY, SHORT	Engine Block Assembly
MY2022-2024 Lexus LX600	11400-70270 11400-7U010		
MY2024 Lexus GX550	11400-7U010		

Note: (1) Although the involved vehicles are within the above production period range, not all vehicles in this range were sold in the U.S.

(2) This recall covers V35A engines of a particular configuration, manufactured during a certain period at certain production plants and used in the vehicles produced as listed above. The same engines produced prior to this period were recalled under 24V-381. Some of the same engines produced after this period were produced with improved manufacturing processes and remain under investigation. Others were produced with an improved main bearing. Other Toyota and Lexus vehicles are not equipped with a V35A engine of this configuration.

3. Total Number of Vehicles Potentially Involved:

Toyota Tundra : 113,079
Lexus LX600 : 9,895

Lexus GX550 : 3,717
Total : 126,691

4. Percentage of Vehicles Estimated to Actually Contain the Defect:

Toyota is unable to estimate the percentage of the involved vehicles to actually contain the defect described in Section 5. However, as the NHTSA manufacturer portal requires an integer value be entered, Toyota has entered the value "1" in response to this question in the portal. For the purpose of this report, "1" means "unknown".

5. Description of Problem:

The subject vehicles are equipped with a specific V35A engine that contains crankshaft main bearings which allow the crankshaft to rotate within the engine assembly while running. During a specific production period, there is a possibility that engine machining debris of a particular size and amount may not have been cleared from the engine during manufacturing and subsequently contaminated the engine assembly during the production process. For these engines in the subject vehicles, the pressure on the main bearings due to the engine configuration is such that, if the aforementioned machining debris adheres to the bearings and operation of the engine continues at higher loads over time, failure of the bearings may occur. This can lead to potential engine knocking, engine rough running, engine no start and/or an engine stall. In the subject vehicles, an engine stall while driving leads to a loss of motive power. A vehicle loss of motive power while driving at higher speeds can increase the risk of a crash.

6. Chronology of Principal Events:

April - August 2025

As a part of field monitoring efforts for recall 24V-381, Toyota observed an increase in allegations in the field of engine failures on vehicles equipped with this configuration of V35A engines that were not included in the recall. In some cases, the failures appeared to have been in a similar manner to the condition reported in recall 24V-381. Toyota recovered some engines related to these allegations and confirmed that some of the engines had a #1 main bearing failure in the same manner as engines covered by the 24V-381 recall.

Toyota began investigating the field performance of improvements that had been implemented

in production for vehicles not included in the 24V-381 recall. During this investigation, Toyota collected and reviewed information from both engine plants producing this configuration of the V35A engine (Tahara and Alabama).

In Toyota's Alabama plant, fabric swatches are used to collect daily data on the amount of contamination present in newly manufactured engines after the washing process. These swatches were compiled for later scanning and analysis. Toyota concurrently began recovering additional engines from the field that had failed, tearing down the engines, and sending the #1 main bearings to the supplier in Japan for material analysis.

On August 27, 2025, Toyota met with NHTSA to provide information regarding the current status of its investigation.

September – October 2025

Toyota reviewed and confirmed the implementation timing and continued adherence to manufacturing contamination improvements that occurred at the Alabama manufacturing plant. Two relevant production periods at the Alabama plant were identified between the production period covered by recall 24V-381 and the implementation of a design change to increase the robustness of the #1 main bearing, because the Alabama plant continued to implement additional manufacturing process improvements to reduce the potential for debris during this time. Toyota also reviewed the manufacturing contamination improvements at the Tahara plant after the period covered by recall 24V-381 and confirmed that the production process was generally unchanged for this period. In addition, Toyota conducted component testing to introduce debris pieces of various sizes to the #1 main bearing to study the robustness of the #1 main bearing for engines produced.

To further investigate the production changes at the Alabama plant, the timing of the production change points from that plant was compared to initial results of contamination data retrieved from the fabric swatches. This initial comparison did not identify a correlation between production contamination variability and the engine failures seen in the market. Toyota determined that further analysis and statistical modeling of the swatch contamination data was necessary. Toyota also determined that collection of additional non-failed engines was necessary for a comparison to swatch contamination data, and this field recovery began. For the Tahara plant, the same contamination swatch data (as the Alabama plant) could not be compiled. Thus, in order to investigate the actual size and material of the contamination in the main bearings of engines in the field from the Tahara plant, non-failed engines were collected.

On September 30, 2025, Toyota met with NHTSA to provide an update of its investigation and explained the status of the swatch collection and engine recovery efforts.

Based on the analysis of the non-failed engines from the Tahara plant, it was confirmed that

larger pieces of debris were present in Tahara engines from the production period after recall 24V-381. In addition, the debris size data obtained from periodic debris control data was compared to the bearing robustness study. Based on these analysis and studies above, the debris size was large enough that, if the debris were to be deposited in a certain manner in the #1 main bearing, engine failure could occur.

Toyota completed its statistical analysis of the swatch contamination data collected from the Alabama plant and found engines produced during the period after those covered by the 24V-381 recall, but before additional manufacturing process improvements, contained higher counts of larger pieces of debris. Toyota then compared the engines it recovered from this production period to the corresponding swatch data from this period and confirmed that these engines may contain higher counts of larger size contamination. These analyses showed that the subsequent period, after additional manufacturing process improvements were introduced, had lower counts of debris of these larger sizes.

On October 22, 2025, Toyota met with NHTSA to provide an update of its investigation and explained the findings of the swatch data analysis, as well as its ongoing investigation items.

October 31, 2025

Based on the results of the above investigation, Toyota determined that during a specific production period after the 24V-381 recall, there is a possibility that higher counts of engine machining debris of a larger size may not have been cleared from the engine during manufacturing and can cause the issue described in Section 5 to occur. For the Alabama produced engines of this configuration, the swatch data shows the increased levels of this type of debris in the period after recall 24V-381 and before additional manufacturing process improvements were implemented. For the Tahara plant, data from the recovered engines, study about the bearing robustness, and the field performance data indicate that an increased level of this type of debris is present in engines produced between recall 24V-381 and the implementation of the improvement to the #1 main bearing.

Thus, Toyota has decided to conduct a voluntary safety recall campaign for the above-described vehicle production period. Engines produced in the Alabama plant for vehicles after this period but before the implementation of an improved #1 main bearing remain under investigation.

As of October 29, 2025, based on a diligent review of records, Toyota's best engineering judgement is that there are 303 Toyota Field Technical Reports and 2,604 warranty claims on the engines in the subject vehicles that have been received from U.S. sources that relate or may relate to this condition and which were considered in the decision to submit this report.

7. Description of Corrective Repair Action:

All known owners of the subject vehicles will be informed that they will be contacted when further information is available about the remedy.

Reimbursement Plan for pre-notification remedies

The owner letter will instruct vehicle owners who have paid to have this condition remedied prior to this campaign to seek reimbursement pursuant to Toyota's General Reimbursement Plan.

8. Recall Schedule:

Notifications to owners of the affected vehicles will occur by January 5, 2026. A copy of the draft owner notification will be submitted as soon as it is available.

9. Distributor/Dealer Notification Schedule:

Notifications to distributors/dealers will be sent on November 6, 2025. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer's Campaign Number:

Toyota [Interim / Remedy] 25TB14 / 25TA14
Lexus [Interim / Remedy] 25LB07 / 25LA07