Part 573 Safety Recall Report 25V-028

Manufacturer Name : Toyota Motor Engineering & Manufacturing
Submission Date : JAN 22, 2025
NHTSA Recall No. : 25V-028
Manufacturer Recall No. : 25TA01 / 25LA01

Manufacturer Information :

Manufacturer Name : Toyota Motor Engineering & Manufacturing
Address : 6565 Headquarters Drive
Plano TX 75024
Company phone : 1-800-331-4331

Population :

Number of potentially involved : 858
Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2018-2018 Toyota Camry
Vehicle Type :
Body Style :
Power Train : NR
Descriptive Information : Although the involved vehicles are within the above production period range, not all vehicles in this range were sold in the U.S.
This recall applies to certain vehicles with specific fuel pumps supplied by Denso, containing impellers produced during specific periods under specific circumstances. These vehicles contain fuel pumps that were produced with impellers of lower density and contain either (1) a pump impeller of a type with lower surface strength or (2) a pump impeller that was exposed to production solvent drying for longer periods of time. Vehicles with fuel pumps that were not produced under the aforementioned conditions are not included.
As discussed further below, all vehicles in this report had not been included in the original report [20V012] as intended due to data processing errors when identifying the original vehicle populations. Toyota is unable to provide an estimate of the percentage of vehicles to actually contain the defect. Whether the issue in each case will lead to a vehicle stall while driving at higher speeds depends on many variables, such as the specific production condition of fuel pump impeller and vehicle operating conditions 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”.
Production Dates : FEB 01, 2018 - APR 06, 2018
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 2 :	2019-2019 Lexus NX300
Vehicle Type :	
Body Style :	
Power Train :	NR
Descriptive Information :	Although the involved vehicles are within the above production period range, not all vehicles in this range were sold in the U.S. This recall applies to certain vehicles with specific fuel pumps supplied by Denso, containing impellers produced during specific periods under specific circumstances. These vehicles contain fuel pumps that were produced with impellers of lower density and contain either (1) a pump impeller of a type with lower surface strength or (2) a pump impeller that was exposed to production solvent drying for longer periods of time. Vehicles with fuel pumps that were not produced under the aforementioned conditions are not included. As discussed further below, all vehicles in this report had not been included in the original report [20V012] as intended due to data processing errors when identifying the original vehicle populations. Toyota is unable to provide an estimate of the percentage of vehicles to actually contain the defect. Whether the issue in each case will lead to a vehicle stall while driving at higher speeds depends on many variables, such as the specific production condition of fuel pump impeller and vehicle operating conditions 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”.
Production Dates :	APR 22, 2019 - APR 22, 2019
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 3 :	2019-2019 Lexus RX350L
Vehicle Type :	
Body Style :	
Power Train :	NR
Descriptive Information :	Although the involved vehicles are within the above production period range, not all vehicles in this range were sold in the U.S. This recall applies to certain vehicles with specific fuel pumps supplied by Denso, containing impellers produced during specific periods under specific circumstances. These vehicles contain fuel pumps that were produced with impellers of lower density and contain either (1) a pump impeller of a type with lower surface strength or (2) a pump impeller that was exposed to production solvent drying for longer periods of time. Vehicles with fuel pumps that were not produced under the aforementioned conditions are not included. As discussed further below, all vehicles in this report had not been included in the original report [20V012] as intended due to data processing errors when identifying the original vehicle populations. Toyota is unable to provide an estimate of the percentage of vehicles to actually contain the defect. Whether the issue in each case will lead to a vehicle stall while driving at higher speeds depends on many variables, such as the specific production condition of fuel pump impeller and vehicle operating conditions 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”.
Production Dates :	AUG 02, 2019 - AUG 02, 2019
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Description of Defect :

Description of the Defect :	The subject vehicles are equipped with a low-pressure fuel pump, located in the fuel tank, that supplies fuel pressure to the fuel injection system. These fuel pumps may include impellers which have been manufactured with lower density. If these impellers are also (1) of a type with lower surface strength or (2) of a different type but were exposed to production solvent drying for longer periods of time, higher levels of surface cracking may occur. In this condition, excessive fuel absorption may occur, resulting in increased impeller deformation. In some cases, the impeller may deform to a point that creates sufficient interference with the fuel pump body to cause the fuel pump to become inoperative. An inoperative fuel pump due to these conditions could result in illumination of check engine and master warning indicators, rough engine running, engine no start and/or vehicle stall while driving at low speed. However, in rare instances, vehicle stall could occur while driving at higher speeds, increasing the risk of a crash.
FMVSS 1 :	NR
FMVSS 2 :	NR
Description of the Safety Risk :	An inoperative fuel pump due to these conditions could result in illumination

Description of the Safety Risk :	of check engine and master warning indicators, rough engine running, engine no start and/or vehicle stall while driving at low speed. However, in rare instances, vehicle stall could occur while driving at higher speeds, increasing the risk of a crash.
Description of the Cause :	NR
Identification of Any Warning that can Occur :	NR

Involved Components :

Component Name 1 :	Pump Assy, Fuel w/Filter
Component Description :	Fuel Pump Assembly
Component Part Number :	23220-25020

Component Name 2 :	Pump Assy, Fuel
Component Description :	Fuel Pump Assembly
Component Part Number :	23221-36030

Component Name 3 :	Pump Assy, Fuel
Component Description :	Fuel Pump Assembly
Component Part Number :	23221-31130

Supplier Identification :

Component Manufacturer

Name :	DENSO CORPORATION
Address :	1-1, Showa-cho Kariya-city Aichi-pref. Foreign States 448-8661
Country :	Japan

Chronology :

January 13, 2020

Toyota filed a Part 573 Defect Information Report (20V012) about the above-described condition. Subsequently, amendments were filed.

May 2024 – August 2024
In late May 2024, Toyota began to receive field technical reports from the Japan market indicating that the engine would not start. The dealers inspected the vehicles and found the low-pressure fuel pumps malfunctioned. The fuel pumps were recovered and shipped to the fuel pump supplier for further investigation. The supplier found that these fuel pumps should have been in the scope of the original recall and reported this to Toyota. Toyota then began investigating why these vehicles were not included in the original recall.

September 2024 – January 2025
In September 2024, Toyota found that certain fuel tank assembly part numbers had not been included due to incorrect production history information from the supplier. During the course of this investigation, Toyota discovered additional errors in the identification of the involved vehicles when Toyota processed production records to identify affected vehicles that should have been included in the original recall:

failing to understand that certain affected fuel tanks had been imported into Japan for use in vehicles to be sold in the U.S.; and
the use of an incorrect date to identify certain vehicle production information.

Based on the above findings, Toyota concluded that certain Toyota and Lexus vehicles may not have been included in the original recall.

January 15, 2025
Based on the results of the above investigation, Toyota decided to conduct a voluntary safety recall campaign.

As of January 15, 2025, based on a diligent review of records, Toyota's best engineering judgment is that there are zero Toyota Field Technical Reports and two warranty claims that have been received from U.S. sources that relate or may relate to this condition in the involved vehicles, and which were considered in the decision to submit this report.

Description of Remedy :

Description of Remedy Program :	All known owners of the subject vehicles will be notified to return their vehicles to a Toyota and Lexus dealer. For all involved vehicles, the dealers will replace the fuel pump assembly with an improved one. 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.
How Remedy Component Differs from Recalled Component :	NR
Identify How/When Recall Condition was Corrected in Production :	NR

Recall Schedule :

Description of Recall Schedule :	Notifications to owners of the affected vehicles will occur by March 23, 2025. A copy of the draft owner notification will be submitted as soon as it is available. Notifications to distributors/dealers will be sent on January 22, 2025. Copies of dealer communications will be submitted as they are issued.
Planned Dealer Notification Date :	JAN 22, 2025 - JAN 22, 2025
Planned Owner Notification Date :	MAR 09, 2025 - MAR 23, 2025

* NR - Not Reported