U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 25V869

Manufacturer Name: Toyota Motor Engineering & Manufacturing

Submission Date: Dec 16, 2025

NHTSA Recall No.: 25V869

Manufacturer Recall No.: 25TB15 / 25TA15

Manufacturer Information

Manufacturer Name: Toyota Motor Engineering & Manufacturing

Address: 6565 Headquarters Drive
Plano TX, 75024

Population

Total number of potentially involved: 55,405

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2026-2026 TOYOTA COROLLA CROSS HYBRID

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Aug 27, 2025 - Nov 25, 2025

Number of potentially involved: 3,761

Descriptive Information:

(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 issue only affects the above listed vehicles equipped with these specific inverter assemblies from a certain supplier that were manufactured during a specific period. No other vehicles were equipped with these inverter assemblies with the defect described in Section 5, below.

Toyota is unable to provide an estimate the percentage of vehicles to actually contain the defect. Whether the bolt will loosen and lead to the issues described in Section 5 will depend on the exact installation condition as well as the operating condition of the vehicle. 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”.

Vehicle 2: 2025-2026 TOYOTA CAMRY HYBRID

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Aug 26, 2025 - Nov 18, 2025

Number of potentially involved: 51,644

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Descriptive Information:

(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 issue only affects the above listed vehicles equipped with these specific inverter assemblies from a certain supplier that were manufactured during a specific period. No other vehicles were equipped with these inverter assemblies with the defect described in Section 5, below.

Toyota is unable to provide an estimate the percentage of vehicles to actually contain the defect. Whether the bolt will loosen and lead to the issues described in Section 5 will depend on the exact installation condition as well as the operating condition of the vehicle. 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”.

Defect / Noncompliance Description

Description of the defect or noncompliance:

The subject vehicles are equipped with an inverter that converts power from the hybrid battery for the electric motor. During a specific production period, a bolt inside the inverter could have been improperly torqued. An improperly torqued bolt could cause incomplete contact at the inverter terminal, or the bolt could lose contact and become loose within the inverter assembly. If either occurs, an open circuit can be created that activates a warning lamp and, in some cases, could potentially lead to a simultaneous activation of limp mode or loss of motive power. A vehicle loss of motive power while driving at higher speeds can increase the risk of a crash. Additionally, if this bolt loses contact, becomes loose within the inverter assembly, and the ignition is ON, it could lead to a short circuit that could generate sufficient heat to cause thermal damage to components within and around the inverter assembly, increasing the risk of a fire.

FMVSS1:

FMVSS2:

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

If either occurs, an open circuit can be created that activates a warning lamp and, in some cases, could potentially lead to a simultaneous activation of limp mode or loss of motive power. A vehicle loss of motive power while driving at higher speeds can increase the risk of a crash. Additionally, if this bolt loses contact, becomes loose within the inverter assembly, and the ignition is ON, it could lead to a short circuit that could generate sufficient heat to cause thermal damage to components within and around the inverter assembly, increasing the risk of a fire.

Description of the cause:

Identification of any warning that can occur:

Component Manufacturer

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Tier of Supplier:

Supplier Type:

Name: Denso Manufacturing Tennessee, Inc.

Address: 1720 Robert C Jackson Drive
Maryville TN, 37801

Country: United States

Involved Components

Component Name 1: Inverter Assy, Hybrid Motor Control

Component Description: Hybrid Inverter Assembly

Component Part Number: G92A0-33110

Component Name 2: Inverter Assy, Hybrid Motor Control

Component Description: Hybrid Inverter Assembly

Component Part Number: G92A0-33120

Component Name 3: Inverter Assy, Hybrid Motor Control

Component Description: Hybrid Inverter Assembly

Component Part Number: G92A0-0A020

Chronology

November 2025 – December 2025

In early November, Toyota received a field report alleging that a vehicle could not turn on. Based on an inspection by the dealer and subsequently at the supplier, it was found that a bolt within the inverter assembly had come loose and was lying on the circuit board.

The supplier used this information to review the assemblies that were currently in its facility and found additional assemblies had a specific bolt with low torque. The supplier then reviewed its production history for any changes to torque or machine settings. It found that the settings of a machine had changed that could lead to a potential low torque condition of a specific bolt within the inverter assembly. Toyota and the supplier confirmed that this torque condition was low enough to allow for the bolt to completely lose contact with the threaded hole and drop into the assembly.

Due to the possibility of the bolt completely loosening, Toyota studied the potential outcomes of a loose bolt within the inverter assembly. Toyota determined that it was possible that the vehicle could ready

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OFF while driving and that there was a potential for a short circuit to generate heat and cause thermal damage to components within and around the inverter assembly.

December 10, 2025

Based on the results of the above, Toyota determined that during a specific production period, there is a possibility that a bolt inside the inverter could have been improperly torqued and have incomplete contact at the inverter terminal or become completely loose within the inverter assembly. This can cause the issues described in Section 5 to occur. Thus, Toyota decided to conduct a voluntary safety recall campaign for the above-described vehicles.

As of December 10, 2025, based on a diligent review of records, Toyota's best engineering judgement is that there are 34 Toyota Field Technical Reports and 15 warranty claims on 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.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type:

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

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

How remedy component differs from recalled component:

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Description of reimbursement program:
As the owner notification letters will be mailed out well within the active period of the Toyota New Vehicle Limited Warranty ("Warranty"), all involved vehicle owners for this recall would have been provided a repair at no cost under the warranty.

Period of reimbursement:

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Costs to be reimbursed:

Address for reimbursement claims:

Recall Schedule

Description of recall schedule:

Notifications to owners of the affected vehicles will occur by February 13, 2026. A copy of the draft owner notification will be submitted as soon as it is available.
Notifications to distributors/dealers will be sent on December 16, 2025. Copies of dealer communications will be submitted as they are issued.

Planned Dealer Notification Date: Dec 16, 2025 - Dec 16, 2025 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Jan 30, 2026 - Feb 13, 2026 ☐ Phased Recall

Date when VIN will be searchable: