U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V320

Manufacturer Name: Toyota Motor Engineering & Manufacturing

Submission Date: May 20, 2026

NHTSA Recall No.: 26V320

Manufacturer Recall No.: 25TB14 / 25TA14

Manufacturer Information

Manufacturer Name: Toyota Motor Engineering & Manufacturing

Address: 6565 Headquarters Drive
Plano TX, 75024

Population

Total number of potentially involved: 43,566

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2024-2024 TOYOTA TUNDRA

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Feb 07, 2024 - Aug 05, 2024

Number of potentially involved: 43,566

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 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 and 25V-767. Others were produced with an improved main bearing, and Toyota continues to monitor the effectiveness of this improvement. Other Toyota and Lexus vehicles are not equipped with a V35A engine of this configuration.

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”.

Defect / Noncompliance Description

Description of the defect or noncompliance:

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

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engine assembly during the production process. For these engines in the subject vehicles, the pressure on a main bearing due to the engine configuration is such that, if the aforementioned machining debris adheres to that bearing and operation of the engine continues at higher loads over time, failure of the bearing 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.

FMVSS1:

FMVSS2:

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

For these engines in the subject vehicles, the pressure on a main bearing due to the engine configuration is such that, if the aforementioned machining debris adheres to that bearing and operation of the engine continues at higher loads over time, failure of the bearing 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.

Description of the cause:

Identification of any warning that can occur:

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: Toyota Motor Manufacturing Alabama, Inc

Address: 1 Cottonvalley Drive NW
Huntsville AL, 35810

Country: United States

Involved Components

Component Name 1: Block Assy, Short

Component Description: Engine Block Assembly

Component Part Number: 11400-F4010

Component Name 2: Block Assy, Short

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Component Description: Engine Block Assembly

Component Part Number: 11400-F4020

Chronology

November 2025 – February 2026

When filing recall 25V-767 in November 2025, Toyota continued to investigate certain vehicles with certain V35A engines produced at the Alabama manufacturing plant (TMMAL) with improved manufacturing processes and other changes built after those involved in that recall. Toyota investigated the effects of one of these changes, a cam housing clearance change, on bearing pressure and, together with the supplier, also studied the progression of bearing wear from engines in the field. To do this, both non-failed engines and engines with alleged #1 main bearing failure were collected, torn down, and had the bearing sent to the supplier for analysis.

Concerning the study of the cam housing clearance change, in February 2026 it was found that there was a stack up of bearing pressure based on variables that included timing chain tension and engine loading scenarios, but this pressure stack up could not differentiate those engines produced during the period under study from the engines previously recalled.

March 2026 – May 2026

In addition to collecting, tearing down, and analyzing bearings from engines in the field, Toyota and the supplier performed bench testing on #1 main bearings without wear from the period under study. The bench testing applied a specified pressure to the bearing to simulate engine loading as debris of a specific shape and size that were representative of debris found in engines produced during the period under study were introduced onto the bearing in increasing quantities. In late April 2026, Toyota and the supplier completed the bench testing and determined that, if a piece of debris of sufficient size is introduced onto the bearing, introducing additional pieces was not a significant factor on the fatigue strength of the bearings produced during the period under study.

In early May 2026, Toyota and the supplier completed the engine collection, teardown, and analysis of the #1 main bearings from the field. The results of the bearing analysis showed that bearings produced during the period under study contained the same wear pattern that was observed on bearings produced during the periods covered by recalls 24V-381 and 25V-767.

May 14, 2026

Based on the results of the above investigation, Toyota determined that, during a specific production period after the 24V-381 and 25V-767 recalls but before implementation of certain improvement to the #1 main bearing, 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 can cause the issue described in Section 5 to occur. Thus, Toyota has decided to conduct a voluntary safety recall campaign for the above-described vehicle production period.

As of May 13, 2026, based on a diligent review of records, Toyota's best engineering judgement is that there are 30 Toyota Field Technical Reports and 360 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.

Related NHTSA Recall Number:

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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 notified to return their vehicles to a Toyota and Lexus dealer. Using an inspection software, dealers will evaluate the #1 main bearing and collect available vehicle drive data to confirm the condition of that bearing. If the inspection software cannot confirm that the bearing will be free from abnormal wear due to this issue, dealers will replace the engine. The remedy will be provided free of charge.

How remedy component differs from recalled component:

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Notifications to owners of the affected vehicles will occur by July 20, 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 May 20, 2026. Copies of dealer communications will be submitted as they are issued.

Planned Dealer Notification Date: May 20, 2026 - May 20, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Jul 06, 2026 - Jul 20, 2026 ☐ Phased Recall

Date when VIN will be searchable: