U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V393

Manufacturer Name: Toyota Motor Engineering & Manufacturing

Submission Date: Jun 18, 2026

NHTSA Recall No.: 26V393

Manufacturer Recall No.: See attached Part573

Manufacturer Information

Manufacturer Name: Toyota Motor Engineering & Manufacturing

Address: 6565 Headquarters Drive
Plano TX, 75024

Population

Total number of potentially involved: 20,991

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2026-2026 SUBARU SOLTERRA

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Sep 17, 2025 - Apr 13, 2026

Number of potentially involved: 4,757

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 condition only affects vehicles that are equipped with a battery ECU containing specific software from a specific supplier. Other Toyota or Lexus vehicles sold in the U.S. are not equipped with a battery ECU or have a battery ECU with a different software. 100% of the involved vehicles contain a battery ECU with the software programming described in Section 5 below. Whether this issue, in each case, will cause the electric drive system to shut down when driving at a higher speed depends on the conditions described in Section 6.

Vehicle 2: 2026-2026 TOYOTA BZ

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Jun 02, 2025 - Apr 09, 2026

Number of potentially involved: 11,495

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 condition only affects vehicles that are equipped with a battery ECU containing specific software from a specific supplier. Other Toyota or Lexus vehicles sold in the U.S.

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are not equipped with a battery ECU or have a battery ECU with a different software. 100% of the involved vehicles contain a battery ECU with the software programming described in Section 5 below. Whether this issue, in each case, will cause the electric drive system to shut down when driving at a higher speed depends on the conditions described in Section 6.

Vehicle 3: 2026-2026 LEXUS RZ

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Apr 24, 2025 - Jan 20, 2026

Number of potentially involved: 4,739

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 condition only affects vehicles that are equipped with a battery ECU containing specific software from a specific supplier. Other Toyota or Lexus vehicles sold in the U.S. are not equipped with a battery ECU or have a battery ECU with a different software. 100% of the involved vehicles contain a battery ECU with the software programming described in Section 5 below. Whether this issue, in each case, will cause the electric drive system to shut down when driving at a higher speed depends on the conditions described in Section 6.

Defect / Noncompliance Description

Description of the defect or noncompliance:

The subject battery electric vehicles (BEV) are equipped with a battery that supplies electricity to the drivetrain. This battery is controlled by an onboard ECU that contains two integrated circuits where one could immediately overwrite data in the same memory address location that the other had just written to. If this occurs, the memory can fail an operational check. If there are multiple failed attempts, an “EV System Malfunction” warning message will be displayed, and multiple malfunction indicator lamps for different systems will illuminate. While power steering and power assisted braking continue to operate, the electric drive system will shut down. This can cause a loss of motive power while driving at a higher speed, increasing the risk of a crash.

FMVSS1:

FMVSS2:

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

This can cause a loss of motive power while driving at a higher speed, increasing the risk of a crash.

Description of the cause:

Identification of any warning that can occur:

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Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: Denso Corporation

Address: 1-1, Showa-cho
Kariya-city, Aichi-pref. Foreign States, 448-8661

Country: Japan

Involved Components

Component Name 1: Computer ASSY, Battery

Component Description: Battery ECU

Component Part Number: 89890-42381

Chronology

August 2025 – September 2025

Toyota observed certain diagnostic data during development testing of a new Plug-in Hybrid Electric Vehicle (PHEV) model. After investigation, Toyota found that the memory in the battery ECU can fail an operation check because a part of the memory address location utilized by the battery control IC overlaps with a part utilized by the monitoring IC. The monitoring IC could repeatedly overwrite data at the same memory address used by the battery control IC when the memory operational check cycle matches the monitoring IC's write operation cycle. However, Toyota determined that, even though similar software is utilized for certain BEV models being introduced to the market, the same condition would not occur because of a difference in the cycling of the monitoring IC's write operation.

April 2026 – June 2026

In April 2026, Toyota conducted a planned review of vehicle remote diagnostic data of the subject BEV models after the start of mass production to reconfirm its prior determination. In this review of these BEV models with a certain battery type, Toyota found the diagnostic data that is associated with the malfunction that Toyota previously investigated.

After the review of the results of the remote diagnostic data in April, Toyota began bench testing and found that for a certain battery type of the BEV models, there is a possibility that the overwriting of the same memory address location by the two ICs could occur repeatedly when the cycle of the CPU's memory operational check becomes longer, which could be caused by an increase in the CPU load (e.g., during low state of charge).

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Toyota conducted vehicle testing to evaluate vehicle behavior if this issue occurs. It was found that a warning message is displayed along with multiple illuminated warning indicators. However, the power steering and braking functions remain operational. The electric drive system was confirmed to be affected and will subsequently shut down, potentially resulting in a loss of motive power at any driving speed. In addition, an engineering analysis was conducted to see if other systems are affected by this issue and found that certain systems such as PCS and VSC could become inoperable.

June 12, 2026

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

As of June 11, 2026, based on a diligent review of records, Toyota's best engineering judgment is that there are no Toyota Field Technical Reports and 1 warranty claim that have been received from U.S. sources that relate or may relate to this condition.

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 notified to return their vehicles to a Toyota or Lexus dealer. The dealers will update the software of the battery ECU, free of charge.

Subaru dealers will update the battery ECU software at no cost to the customer.

How remedy component differs from recalled component:

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Description of reimbursement program:
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.

Subaru will provide reimbursement to owners for repairs according to the general plan submitted in November 2025.

Period of reimbursement:

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Costs to be reimbursed:

Address for reimbursement claims:

Recall Schedule

Description of recall schedule:

Planned Dealer Notification Date: Jun 18, 2026 - Jun 18, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Aug 03, 2026 - Aug 17, 2026 ☐ Phased Recall

Date when VIN will be searchable: