



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V570

Manufacturer Name: Toyota Motor Engineering & Manufacturing

Submission Date: Sep 02, 2026

NHTSA Recall No.: 26V570

Manufacturer Recall No.: 26TA17

Manufacturer Information

Population

Manufacturer Name: Toyota Motor Engineering & Manufacturing

Address: 6565 Headquarters Drive
Plano TX, 75024

Total number of potentially involved: 8,521

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2026-2026 TOYOTA C-HR

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Feb 06, 2026 - Jul 10, 2026

Number of potentially involved: 8,521

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 issue only affects the vehicles equipped with a BEV ECU containing specific software. Other Toyota or Lexus vehicles sold in the U.S. are not equipped with a BEV ECU or have a BEV ECU with different software. 100% of the involved vehicles contain a BEV 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 vehicles are equipped with a Battery Electric Vehicle Electronic Control Unit ("BEV ECU") with drive battery protection logic intended to limit the charging amount to the battery. Due to the programming of the BEV ECU software, the drive battery may become overcharged under certain driving conditions, particularly in low temperatures, when its state of charge is high and the vehicle remains in regenerative mode, such as coasting long distances downhill. If this occurs, warning lights will illuminate and a warning buzzer will sound, indicating that the electric drive system has shut down. This can cause a loss of motive power while driving at a higher speed, increasing the risk of a crash.

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26V570**FMVSS1:****FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

The drive battery may become overcharged under certain driving conditions, particularly in low temperatures, when its state of charge is high and the vehicle remains in regenerative mode, such as coasting long distances downhill. If this occurs, warning lights will illuminate and a warning buzzer will sound, indicating that the electric drive system has shut down. 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:**

Component Manufacturer

Tier of Supplier:**Supplier Type:****Name:** Denso Corporation**Address:** 1-1, Showa-cho
Kariya Foreign States, 448-8661**Country:** Japan

Involved Components

Component Name 1: Computer ASSY, Hybrid Vehicle Control**Component Description:** BEV ECU**Component Part Number:** 89980-42G40**Component Name 2:** Computer ASSY, Hybrid Vehicle Control**Component Description:** BEV ECU**Component Part Number:** 89980-42G50

Chronology

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April 2026 – June 2026

In late April, during development testing, Toyota identified an incorrect software parameter in a BEV ECU of a future BEV model. Toyota then reviewed the BEV ECU parameters in other BEV models in the market and found an incorrect parameter in the subject vehicles, where it is used for battery charging control. Toyota began an investigation to determine the effects of the incorrect parameter and hypothesized that the battery charging limitation function may not operate as intended, allowing the battery to be overcharged when the state of charge is high and causing the electric drive system shutdown while driving.

July 2026 – August 2026

In July 2026, Toyota conducted vehicle bench and simulation testing under conditions involving regenerative braking at high battery state of charge, varying temperature and different vehicle speeds. Toyota found that the electric drive system could shut down due to overcharging when regenerative braking is applied over long distances, particularly in low-temperature conditions when the drive battery state of charge is high.

August 28, 2026

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

As of August 26, 2026 based on a diligent review of records, Toyota's best engineering judgment is that there are no Toyota Field Technical Reports and no warranty claims that have been received from U.S. sources that relate to this condition.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Software

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

All known owners of the subject vehicles will be notified to return their vehicle to a Toyota dealer. For all involved vehicles, Toyota dealers will update the software of the BEV ECU, at no cost.

How remedy component differs from recalled component:

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Part 573 Safety Recall Report**26V570****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:**Costs to be reimbursed:****Address for reimbursement claims:****Recall Schedule****Description of recall schedule:****Planned Dealer Notification Date:** Sep 02, 2026 - Sep 02, 2026☐ No Dealers**Planned Interim Owner Notification Date:**☐ No Owners**Planned Remedy Owner Notification Date:** Oct 18, 2026 - Nov 01, 2026☐ Phased Recall**Date when VIN will be searchable:**