U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V750

Manufacturer Name: Toyota Motor Engineering & Manufacturing

Submission Date: Nov 12, 2026

NHTSA Recall No.: 26V750

Manufacturer Recall No.: 26TB26 / 26TA26

Manufacturer Information

Manufacturer Name: Toyota Motor Engineering & Manufacturing

Address: 6565 Headquarters Drive
Plano TX, 75024

Population

Total number of potentially involved: 62,490

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2025-2026 TOYOTA TUNDRA

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Nov 03, 2021 - Apr 17, 2026

Number of potentially involved: 44,728

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 conventional gasoline engine vehicles that were equipped with an engine, as original equipment (MY25-26) or as a service part (MY22-23), that could have included a camshaft from a specific production lot from a specific supplier. Hybrid vehicles with a V35A engine that could contain an affected camshaft will continue to have some motive power for limited distances (and the driver receives a continuous audible warning, warning lamps, and visual warning messages) if the condition occurs, and are not involved in this recall. Toyota continues to confirm the disposition of a small number of V35A engines that could have received an affected camshaft and for which there are no records of installation in any vehicle. Other Toyota or Lexus vehicles sold in the U.S. are not equipped with this camshaft.

Affected camshafts are from one specific production lot from a specific supplier. Toyota estimates that there are approximately 300 affected camshafts that may have been installed in the subject vehicles. However, if a subject vehicle is equipped with an affected camshaft, whether the issue will occur depends on the conditions described in Section 5 below. 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 less than 1 percent.

Vehicle 2: 2022-2023 TOYOTA TUNDRA

Product Category: Light Vehicles

Part 573 Safety Recall Report 26V750

Product Type:

Fuel / Propulsion:

Production Dates: Nov 03, 2021 - Apr 17, 2026

Number of potentially involved: 17,762

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 conventional gasoline engine vehicles that were equipped with an engine, as original equipment (MY25-26) or as a service part (MY22-23), that could have included a camshaft from a specific production lot from a specific supplier. Hybrid vehicles with a V35A engine that could contain an affected camshaft will continue to have some motive power for limited distances (and the driver receives a continuous audible warning, warning lamps, and visual warning messages) if the condition occurs, and are not involved in this recall. Toyota continues to confirm the disposition of a small number of V35A engines that could have received an affected camshaft and for which there are no records of installation in any vehicle. Other Toyota or Lexus vehicles sold in the U.S. are not equipped with this camshaft.

Affected camshafts are from one specific production lot from a specific supplier. Toyota estimates that there are approximately 300 affected camshafts that may have been installed in the subject vehicles. However, if a subject vehicle is equipped with an affected camshaft, whether the issue will occur depends on the conditions described in Section 5 below. 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 less than 1 percent.

Defect / Noncompliance Description

Description of the defect or noncompliance:

The subject vehicles are equipped with exhaust camshafts that operate the engine exhaust valves. The camshaft supplier used an incorrect ratio of raw materials during the alloying process for a specific production lot of camshafts used for the exhaust valves of a specific cylinder bank. This could result in the creation and propagation of small cracks in the camshafts during the machining process. If a subject vehicle is equipped with a camshaft from this lot, these cracks may continue to propagate during engine use and cause the camshaft to snap, leading to a MIL On, engine rough running, misfire, or engine stall. If the engine stalls during driving, there can be a loss of motive power while driving at higher speeds, increasing the risk of a crash.

FMVSS1:

FMVSS2:

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

If a subject vehicle is equipped with a camshaft from this lot, these cracks may continue to propagate during engine use and cause the camshaft to snap, leading to a MIL On, engine rough running, misfire, or engine stall. If the engine stalls during driving, there can be a loss of motive power while driving at higher speeds, increasing the risk of a crash.

Description of the cause:

Part 573 Safety Recall Report 26V750

Identification of any warning that can occur:

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: Kautex Textron, CWC Division

Address: 1085 W. Sherman Boulevard
Muskegon MI, 49441

Country: United States

Involved Components

Component Name 1: Camshaft Sub-Assy, Exhaust, RH

Component Description: Bank 1/Right Hand Exhaust Camshaft

Component Part Number: 13502-F4010

Chronology

October 2025 – December 2025

In October 2025, Toyota received a field report where the customer of a subject vehicle alleged that the warning lamp was illuminated and the vehicle would not start. The engine was recovered and disassembled. The right-hand exhaust camshaft was found to have snapped.

In December 2025, Toyota received a second field report and recovered the camshaft for inspection. After identifying surface cracks and a snapped camshaft, Toyota began further investigation to understand the cause of the failure.

January 2026 – April 2026

Toyota performed a material analysis on both snapped camshafts and identified that the magnesium content of the parts exceeded internal specifications. Based on these findings, Toyota began investigating the camshaft supplier’s manufacturing process.

This investigation identified one lot on a specific date at the supplier that was affected by an extended casting line shutdown due to equipment trouble. Further investigation confirmed that the automatically measured alloy additives, including magnesium, were manually added a second time by an operator to a specific lot (400 parts) in error. This caused the raw materials to be added more than the intended amount in this lot.

Part 573 Safety Recall Report 26V750

Based on these findings, Toyota initiated testing to evaluate the effects of allowing alloy additives, specifically magnesium, to be added to the casting process twice. To support this testing, the supplier cast one full lot of camshafts in which the alloy additives were added twice during the alloying process. The camshafts were then processed through the heat treatment and machining process of Toyota's engine plant before they were sent for further material analysis.

May 2026 – November 2026

Toyota sampled parts from this test production lot and performed a magnetic particle injection to identify any cracks that had formed within the parts during the heat treatment and machining process. Visual inspection after the magnetic particle injection observed surface cracks similar to the field recovered parts.

Toyota hypothesized that magnesium levels across an entire lot may not be equal due to a certain material characteristic known as magnesium fade. Thus, Toyota performed a material analysis on each part from this test lot, and identified that in all parts of the reproduction lot the magnesium content exceeded internal specifications.

Toyota determined that the production of these camshafts, where alloy additives were added to the casting process twice, could result in the creation and propagation of small cracks in the camshafts during the subsequent machining process at the engine plant. Such cracks may continue to propagate during engine use and cause the camshaft to snap, leading to a MIL On, engine rough running, misfire, or engine stall. If the engine stalls during driving, there can be a loss of motive power while driving at higher speeds, increasing the risk of a crash.

November 6, 2026

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

As of October 30, 2026, based on a diligent review of records, Toyota's best engineering judgment is that there are 31 Toyota Field Technical Reports and 60 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 notified to return their vehicle to a Toyota dealer. The dealer will inspect the camshaft to see if it may be from the affected lot and, if so, the camshaft will be replaced at no cost to the customer.

How remedy component differs from recalled component:

Part 573 Safety Recall Report 26V750

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 January 11, 2027. A copy of the draft owner notification will be submitted as soon as it is available.
Notifications to distributors/dealers will be sent by November 13, 2026. Copies of dealer communications will be submitted as they are issued.

Planned Dealer Notification Date: Nov 13, 2026 - Nov 13, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Dec 28, 2026 - Jan 11, 2027 ☐ Phased Recall

Date when VIN will be searchable: