

February 18, 2026

DEFECT INFORMATION REPORT

1. Vehicle Manufacturer Name:

Toyota Motor Corporation [“TMC”]
1, Toyota-cho, Toyota-city, Aichi-pref., 471-8571, Japan

Affiliated U.S. Sales Company:

Toyota Motor North America, Inc. [“TMNA”]
6565 Headquarters Drive, Plano, TX 75024

Manufacturer of Transmission Electronic Control Unit:

AISIN CORPORATION
2-1 Asahi-machi, Kariya, Aichi 448-8650, Japan
Phone: +81-566-24-8441
Country of Origin: Japan

2. Identification of Involved Vehicles and Affected Components:

Based on production records, we have determined the involved vehicle population to be the vehicles listed in the table below.

Make/Car Line	Model Year	Manufacturer	Production Period
Lexus LX600	2025-2026	TMC	November 22, 2024 through December 8, 2025

Applicability	Part Number	Part Name	Component Description
MY2025-2026 Lexus LX600	89530-60680	COMPUTER ASSY, TRANSMISSION CONTROL	Transmission Electronic Control Unit

Note: (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 2025-2026 MY LX600 vehicles equipped with a Transmission Electronic Control Unit containing a specific software logic. Other Toyota or Lexus vehicles sold in the U.S. are equipped with a different Transmission Electronic Control Unit software logic.

3. Total Number of Vehicles Potentially Involved:

4,374

4. Percentage of Vehicles Estimated to Actually Contain the Defect:

Unknown. Toyota is unable to provide an estimate of the percentage of vehicles to actually contain the defect. Whether solenoid failure occurs and causes internal damage to the transmission that could create the issue in Section 5 depends on various conditions, as described further below. 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”.

5. Description of Problem:

The subject vehicles are equipped with a 10-speed automatic transmission that contains linear solenoids to control the shifting of gears. If a solenoid failure occurs under certain driving conditions, communication may not occur between the Transmission Electronic Control Unit (ECU) and the Engine ECU about the failure, resulting in the transmission over-revving in certain gears. This could result in damage to the transmission and a loss of motive power while driving at higher speeds, which could increase the risk of a crash. If certain damage occurs to the transmission housing, there is also the possibility for a transmission fluid leak from the housing that, in the presence of an ignition source, could increase the risk of a fire.

6. Chronology of Principal Events:

October 2025 – Early February 2026

During review of an internal audit, Toyota identified a potential issue in Transmission ECU programming and began an investigation. Specifically, the issue identified was that, in the event of a linear solenoid failure, a failure signal may not be transmitted to the Engine ECU. The signal is used to trigger over-revving suppression. To identify what the potential consequences on the vehicle are if the transmission experiences an over-revving condition as a result of this issue, Toyota initiated preparation for reproduction testing. In addition, Toyota began collecting and analyzing remote vehicle data from relevant vehicles in Japan market to understand whether a linear solenoid failure could occur in the field and whether subsequent driving patterns could lead to overrevving that would not be suppressed due to identified software issue. Toyota completed the remote data analysis in November 2025 and found no relevant diagnostic trouble codes from the vehicles where it could obtain the remote vehicle data in Japan.

In January 2026, Toyota expanded the remote vehicle data collection to other markets and models in order to find field vehicles that had experienced a linear solenoid failure. The additional data reviewed identified vehicles that had experienced linear solenoid failures and that there were subsequent customer usage patterns that could potentially lead to an over revving condition that would not be suppressed due to the software issue. In addition, reproduction testing verified the type of transmission damage that could occur, which includes the potential for a loss of motive power as well as transmission fluid leaking that could contact hot exhaust system components.

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

As of February 2, 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 on the subject vehicles that have been received from U.S. sources that relate or may relate to this condition.

7. Description of Corrective Repair Action:

All known owners of subject vehicles will be notified to return their vehicle to a Lexus dealer. The dealer will update the software in the Transmission ECU at no cost to owners.

Reimbursement Plan for pre-notification remedies

As the owner notification letters will be mailed out well within the active period of the Lexus New Vehicle Limited Warranty (“Warranty”), all involved vehicle owners for this recall would have been provided a repair at no cost under Toyota’s Warranty.

8. Recall Schedule:

Notifications to owners of the affected vehicles will occur by April 19, 2026. A copy of the draft owner notification will be submitted as soon as it is available.

9. Distributor/Dealer Notification Schedule:

Notifications to distributors/dealers will be sent on February 18, 2026. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer’s Campaign Number:

26LA01