

April 8, 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 Fuel Pump Assembly:

TI Automotive
2020 Taylor Road, Auburn Hills, Michigan 48326
Phone: +1 248-296-8000
Country of Origin: United States

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/ GS F	2016-2020	TMC	July 14, 2015 through July 29, 2020
Lexus/ IS500	2022	TMC	May 17, 2021 through February 15, 2022

Lexus/ RC F	2015-2022	TMC	June 10, 2014 through February 11, 2022
----------------	-----------	-----	---

Applicability	Part Number	Part Name	Component Description
My2015-2022 Lexus RC F, GS F, IS	23220-38090	PUMP ASSY, FUEL, W/FILTER	Fuel Pump Assembly

- 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 affects vehicles that are equipped with a fuel pump assembly from a specific supplier that uses an impeller of a certain material. Other Toyota/Lexus vehicles are not equipped with this fuel pump assembly.

3. Total Number of Vehicles Potentially Involved:

MY16 GS F : 1,452

MY17 GS F : 346

MY18 GS F : 173

MY19 GS F : 243

MY20 GS F : 190

MY22 IS500 : 856

MY15 RC F : 3,058

MY16 RC F : 858

MY17 RC F : 752

MY18 RC F: 73

MY19 RC F : 366

MY20 RC F : 449

MY21 RC F : 249

MY22 RC F : 74

Total : 9,139

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

Unknown. Toyota is unable to estimate the percentage of the involved vehicles to 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”. Whether the issue in each case will lead to a vehicle stall while driving at higher speeds depends on several factors, including fuel composition and vehicle operating conditions.

5. Description of Problem:

The subject vehicles are equipped with a low-pressure fuel pump, located in the fuel tank, that supplies fuel to the fuel injection system through use of an impeller made of a certain resin. The material in this impeller may swell sufficiently to interfere with surrounding components, potentially causing the fuel pump to become inoperative, if it is exposed to high fuel temperatures and high concentration of aromatic fuel components during operation. An inoperative fuel pump under these conditions may result in illumination of check engine and other warnings, engine no start, and/or vehicle stall. If a vehicle stall occurs while driving at higher speeds, there is an increased risk of a crash.

6. Chronology of Principal Events:

December 2023 – December 2024

From December 2023 to January 2024, Toyota recovered failed parts from the U.S. market to assess polymer density of fuel pump impellers in the subject vehicles as Toyota began to investigate whether vehicles in the U.S. could be affected by an issue Toyota was already investigating in Japan. This investigation involved the impeller in fuel pumps from a certain supplier and whether they could swell sufficiently to interfere with the fuel pump case. Since 2020, Toyota had been investigating the effects of (1) polymer density in the impellers in these fuel pumps, (2) fuel temperature during vehicle operation, and (3) toluene concentrations in the fuel on this condition in the Japan market. However, Toyota could not find any factor that was sufficient to cause enough swelling in the impeller to interfere with the fuel pump case. For example, Toyota had identified, through vehicle testing in September 2021, that the fuel temperature under a certain severe vehicle operation could be slightly higher than what was verified during the development stage, which Toyota had believed was unlikely to affect this condition.

In January 2024, as a result of the investigation of the recovered parts from the U.S. market, Toyota found that U.S market failed parts contained similar impeller deformation to those observed in the Japan market failed parts. Toyota recovered additional failed and non-failed parts from the Japan market in order to assess whether there could be any polymer density difference between failed and non-failed parts. Based on a comparison of the recovered failed and non-failed parts, Toyota observed no significant difference in polymer densities.

To further investigate the potential effect of fuel temperature during vehicle operation, from February 2024 to March 2024 Toyota considered whether there were differences in vehicle structure (such as fuel system characteristics and pump mounting locations) which could lead to a difference in fuel temperature during vehicle operation between models that have this fuel pump. Toyota reviewed the vehicle structure of the relevant models and no relevant differences were identified.

Toyota continued to recover parts from the U.S. market to increase the sample size for investigation of polymer density of the impeller.

January 2025 – August 2025

In January 2025, to further investigate the effects of toluene concentration, data was obtained from a fuel research company to assess the toluene concentration in U.S. fuel. However, the amount of impeller deformation that could be caused by the levels of toluene concentrations provided by the research company did not reach a level that would cause interference with the pump case.

In March 2025, Toyota reviewed the polymer density of the additional recovered failed and non-failed parts from the U.S. market and no relevant differences were identified.

From March 2025, Toyota began recovering fuel from failed vehicles in the U.S. market to understand if the toluene concentrations in the fuel used by these vehicles were different from the concentration levels provided by the research company. In July 2025, this fuel was analyzed and the observed toluene concentrations from failed vehicles were also insufficient to cause the amount of impeller deformation needed to create interference with the pump case.

September 2025 – March 2026

In September 2025, because the levels of toluene concentration were insufficient to create the

condition, Toyota began investigating the effects of other aromatic hydrocarbons on impeller deformation. Toyota re-analyzed the data obtained from the fuel research company to identify the maximum level of aromatic hydrocarbon concentration in U.S. market fuel. The maximum aromatic hydrocarbon concentration found in U.S. market fuel based on that data was also insufficient to reach a level that would cause interference with the pump case. In February 2026, Toyota hypothesized that aromatic hydrocarbons might concentrate (i.e., increase the ratio contained in the fuel beyond what was originally in the fuel content) during vehicle operation. Toyota conducted vehicle tests and found that, although the ratio of aromatic hydrocarbons in the fuel increased, it was also not enough to lead to the condition.

In March 2026, Toyota hypothesized that the effects of the increased concentration of aromatic hydrocarbons could cause sufficient swelling in the impeller if it was paired with the effects of the higher fuel temperature during vehicle operation. Using the newly identified higher levels of aromatic hydrocarbon concentration and the previously identified slightly higher fuel operating temperatures, Toyota calculated the amount of potential impeller deformation. From this calculation, Toyota assessed that the impeller could potentially deform to the extent of interfering with the pump case.

April 2, 2026

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

As of March 27, 2026, based on a diligent review of records, Toyota's best engineering judgement is that there are 7 Toyota Field Technical Reports and 192 warranty claims on the subject vehicles that have been received from U.S. sources that relate to this condition and which were considered in the decision to submit this report.

7. Description of Corrective Repair Action:

All known owners of the subject vehicles will be notified to return their vehicle to a Lexus dealer. Dealers will replace the fuel pump assembly with an improved one, free of charge.

Reimbursement Plan for pre-notification remedies

The owner letter will instruct vehicle owners who have paid to have this condition remedied prior to this campaign to seek reimbursement pursuant to Lexus' General Reimbursement Plan.

8. Recall Schedule:

Notifications to owners of the affected vehicles will occur by June 8, 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 April 8, 2026. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer's Campaign Number:

[Interim / Remedy] : 26LB05 / 26LA05