TOYOTA

Toyota Motor North America, Inc.

Vehicle Safety & Compliance
Liaison Office
Mail Stop: W4-2D
6565 Headquarters Drive
Plano, TX 75024

May 20, 2026

DEFECT INFORMATION REPORT

1. Vehicle Manufacturer Name:

Toyota Motor Manufacturing, Texas, Inc. ["TMMTX"]
1 Lone Star Pass, San Antonio, TX 78264

Affiliated U.S. Sales Company:

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

Manufacturer of Engine assembly:

Toyota Motor Manufacturing, Alabama, Inc. ["TMMAL"]
1 Cottonvalley Drive NW, Huntsville, Alabama 35810
Phone: 256-746-5000

Country of Origin: U.S.A.

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
Toyota / Tundra	2024	TMMTX	February 7, 2024 through August 5, 2024

Applicability	Part Number	Part Name	Component Description
MY2024 Toyota Tundra	11400-F4010 11400-F4020	BLOCK ASSY, SHORT	Engine Block 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 recall covers V35A engines of a particular configuration, manufactured during a certain period at certain production plants and used in the vehicles produced as listed above. The same engines produced prior to this period were recalled under 24V-381 and 25V-767. Others were produced with an improved main bearing, and Toyota continues to monitor the effectiveness of this improvement. Other Toyota and Lexus vehicles are not equipped with a V35A engine of this configuration.

3. Total Number of Vehicles Potentially Involved:

MY24 Toyota Tundra : 43,566

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

Toyota is unable to estimate the percentage of the involved vehicles to actually 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".

5. Description of Problem:

The subject vehicles are equipped with a specific V35A engine that contains crankshaft main bearings which allow the crankshaft to rotate within the engine assembly while running. During a specific production period, there is a possibility that engine machining debris of a particular size and amount may not have been cleared from the engine during manufacturing and subsequently contaminated the engine assembly during the production process. For these engines in the subject vehicles, the pressure on a main bearing due to the engine configuration is such that, if the aforementioned machining debris adheres to that bearing and operation of the engine continues at higher loads over time, failure of the bearing may occur. This can lead to potential engine knocking, engine rough running, engine no start and/or an engine stall. In the subject vehicles, an engine stall while driving leads to a loss of motive power. A vehicle loss

of motive power while driving at higher speeds can increase the risk of a crash.

6. Chronology of Principal Events:

November 2025 – February 2026

When filing recall 25V-767 in November 2025, Toyota continued to investigate certain vehicles with certain V35A engines produced at the Alabama manufacturing plant (TMMAL) with improved manufacturing processes and other changes built after those involved in that recall. Toyota investigated the effects of one of these changes, a cam housing clearance change, on bearing pressure and, together with the supplier, also studied the progression of bearing wear from engines in the field. To do this, both non-failed engines and engines with alleged #1 main bearing failure were collected, torn down, and had the bearing sent to the supplier for analysis.

Concerning the study of the cam housing clearance change, in February 2026 it was found that there was a stack up of bearing pressure based on variables that included timing chain tension and engine loading scenarios, but this pressure stack up could not differentiate those engines produced during the period under study from the engines previously recalled.

March 2026 – May 2026

In addition to collecting, tearing down, and analyzing bearings from engines in the field, Toyota and the supplier performed bench testing on #1 main bearings without wear from the period under study. The bench testing applied a specified pressure to the bearing to simulate engine loading as debris of a specific shape and size that were representative of debris found in engines produced during the period under study were introduced onto the bearing in increasing quantities. In late April 2026, Toyota and the supplier completed the bench testing and determined that, if a piece of debris of sufficient size is introduced onto the bearing, introducing additional pieces was not a significant factor on the fatigue strength of the bearings produced during the period under study.

In early May 2026, Toyota and the supplier completed the engine collection, teardown, and analysis of the #1 main bearings from the field. The results of the bearing analysis showed that bearings produced during the period under study contained the same wear pattern that was observed on bearings produced during the periods covered by recalls 24V-381 and 25V-767.

May 14, 2026

Based on the results of the above investigation, Toyota determined that, during a specific

production period after the 24V-381 and 25V-767 recalls but before implementation of certain improvement to the #1 main bearing, there is a possibility that engine machining debris of a particular size and amount may not have been cleared from the engine during manufacturing and can cause the issue described in Section 5 to occur. Thus, Toyota has decided to conduct a voluntary safety recall campaign for the above-described vehicle production period.

As of May 13, 2026, based on a diligent review of records, Toyota's best engineering judgement is that there are 30 Toyota Field Technical Reports and 360 warranty claims on the engines in 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.

7. Description of Corrective Repair Action:

All known owners of the subject vehicles will be informed that they will be contacted when further information is available about the remedy.

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 Toyota's General Reimbursement Plan.

8. Recall Schedule:

Notifications to owners of the affected vehicles will occur by July 20, 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 May 20, 2026. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer's Campaign Number:

[Interim / Remedy] 25TB14 / 25TA14