

June 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

Distributor Company for Solterra:

Subaru of America, Inc. ["SOA"]
One Subaru Drive, Camden, NJ 08103

Manufacturer of Battery ECU

DENSO CORPORATION
1-1, Showa-cho, Kariya-city, Aichi-pref., 448-8661, Japan
Phone: +81-566-25-5511

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
Toyota / bZ	2026	TMC	June 2, 2025 through April 9, 2026
Lexus / RZ			April 24, 2025 through January 20, 2026
Subaru / Solterra			September 17, 2025 through April 13, 2026

Applicability	Part Number	Part Name	Component Description
MY2026 Toyota / bZ	89890-42381	Computer ASSY, Battery	Battery ECU
MY2026 Lexus / RZ			
MY2026 Subaru / Solterra			

- 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 condition only affects vehicles that are equipped with a battery ECU containing specific software from a specific supplier. Other Toyota or Lexus vehicles sold in the U.S. are not equipped with a battery ECU or have a battery ECU with a different software.

3. Total Number of Vehicles Potentially Involved:

Toyota bZ : 11,495
Lexus RZ : 4,739
Subaru Solterra : 4,757
Total : 20,991

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

100% of the involved vehicles contain a battery 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.

5. Description of Problem:

The subject battery electric vehicles (BEV) are equipped with a battery that supplies electricity to the drivetrain. This battery is controlled by an onboard ECU that contains two integrated circuits where one could immediately overwrite data in the same memory address location that the other had just written to. If this occurs, the memory can fail an operational check. If there are multiple failed attempts, an “EV System Malfunction” warning message will be displayed, and multiple malfunction indicator lamps for different systems will illuminate. While power steering and power assisted braking continue to operate, the electric drive system will shut down. This can cause a loss of motive power while driving at a higher speed, increasing the risk of a crash.

6. Chronology of Principal Events:

August 2025 – September 2025

Toyota observed certain diagnostic data during development testing of a new Plug-in Hybrid Electric Vehicle (PHEV) model. After investigation, Toyota found that the memory in the battery ECU can fail an operation check because a part of the memory address location utilized by the battery control IC overlaps with a part utilized by the monitoring IC. The monitoring IC could repeatedly overwrite data at the same memory address used by the battery control IC when the memory operational check cycle matches the monitoring IC’s write operation cycle. However, Toyota determined that, even though similar software is utilized for certain BEV models being introduced to the market, the same condition would not occur because of a difference in the cycling of the monitoring IC’s write operation.

April 2026 – June 2026

In April 2026, Toyota conducted a planned review of vehicle remote diagnostic data of the subject BEV models after the start of mass production to reconfirm its prior determination. In this review of these BEV models with a certain battery type, Toyota found the diagnostic data that is associated with the malfunction that Toyota previously investigated.

After the review of the results of the remote diagnostic data in April, Toyota began bench testing and found that for a certain battery type of the BEV models, there is a possibility that the overwriting of the same memory address location by the two ICs could occur repeatedly when the cycle of the CPU’s memory operational check becomes longer, which could be caused by an increase in the CPU load (e.g., during low state of charge).

Toyota conducted vehicle testing to evaluate vehicle behavior if this issue occurs. It was found that a warning message is displayed along with multiple illuminated warning indicators. However, the power steering and braking functions remain operational. The electric drive system was confirmed to be affected and will subsequently shut down, potentially resulting in a loss of motive power at any driving speed. In addition, an engineering analysis was conducted to see if other systems are affected by this issue and found that certain systems such as PCS and VSC could become inoperable.

June 12, 2026

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

As of June 11, 2026, based on a diligent review of records, Toyota's best engineering judgment is that there are no Toyota Field Technical Reports and 1 warranty claim 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 the subject vehicles will be notified to return their vehicles to a Toyota or Lexus dealer. The dealers will update the software of the battery ECU, free of charge.

Subaru dealers will update the battery ECU software at no cost to the customer.

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.

Subaru will provide reimbursement to owners for repairs according to the general plan submitted in November 2025.

8. Recall Schedule:

Notifications to owners of the affected vehicles will occur by August 17, 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 June 18, 2026. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer's Campaign Number:

Lexus: 26LA07

Toyota: 26TA11

Subaru: WRG-26