

October 7, 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 Motor Generator Electronic Control Unit (MG-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 / RAV4 Plug-in Hybrid	2026	TMC	July 22, 2025 through August 19, 2026

Applicability	Part Number	Part Name	Component Description
MY2026 Toyota RAV4 Plug-in Hybrid	G92A0-42460	Inverter Assy, HEV Motor Control	MG-ECU

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 vehicles equipped with an MG-ECU containing specific software. Other Toyota or Lexus vehicles sold in the U.S. are not equipped with an MG-ECU or have an MG-ECU with different software.

3. Total Number of Vehicles Potentially Involved:

30,978

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

100% of the involved vehicles contain an MG-ECU with the software programming described in Section 5 below. Whether this issue, in each case, will cause the plug-in-hybrid system to shut down when driving at a higher speed depends on the conditions described in Section 5.

5. Description of Problem:

The subject vehicles have a plug-in-hybrid system, which includes a motor generator ECU (MG-ECU). The MG-ECU in these vehicles may not complete the motor initialization process correctly in some cases, resulting in the motor control mode used for higher speeds being unavailable. In this condition, when the vehicle reaches a speed at which the motor control mode for higher speed is required, warning lights will illuminate, and the plug-in-hybrid system will either transition to a fail-safe driving mode or shut down. If the system shuts down, there can be a loss of motive power while the vehicle is being driven at a higher speed, increasing the risk of a crash.

6. Chronology of Principal Events:

June – August 2026

Toyota received a field report from Japan market indicating that warning lights illuminated while the vehicle was being driven, and the vehicle could only be operated in front-wheel drive

with limited speed. Based on the dealer inspection and data retrieved from the vehicle, Toyota identified that a communication malfunction was detected when the rear motor generator transitioned from the lower speed control mode to the control mode used at higher vehicle speeds. Through repeated bench testing of the initialization sequence, Toyota determined that under certain startup conditions, the rear motor generator initialization process could fail. Subsequent vehicle drive testing with the initialization process failed showed the control mode used for higher speeds becomes unavailable and, when this control mode is requested for the rear motor generator, the vehicle transitions to a fail-safe driving mode, which has front-wheel drive only and limited speeds.

August – September 2026

In mid-August, because the front motor generators use the same control program as the rear motor generator, Toyota conducted additional vehicle testing using software with the higher speed control mode removed to determine how the lack of this control mode for the front motor generators would affect vehicle performance. The testing showed that when the vehicle reaches speeds requiring the higher speed control mode, warning lights will illuminate and the plug-in-hybrid system will either transfer to a fail-safe driving mode or shut down. If the system shuts down, there can be a loss of motive power while the vehicle is being driven at a higher speed, increasing the risk of a crash.

October 1, 2026

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

As of September 30, 2026, based on a diligent review of records, Toyota's best engineering judgment is that there are 38 Toyota Field Technical Reports and 58 warranty claims 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 notified to return their vehicle to a Toyota dealer. Toyota dealers will update the software of the affected ECU, at no cost.

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 December 6, 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 October 7, 2026. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer's Campaign Number:

Remedy: 26TA22