TOYOTA

Toyota Motor North America, Inc.

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

November 12, 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 Camshaft:

Kautex Textron, CWC Division
1085 W. Sherman Boulevard, Muskegon, MI 49441
Phone: +1 (231) 733-1331

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	2022-2023, 2025-2026	TMMTX	November 3, 2021 through April 17, 2026

Applicability	Part Number	Part Name	Component Description
MY2022-2023, 2025-2026 Toyota Tundra	13502-F4010	Camshaft Sub-Assy, Exhaust, RH	Bank 1/Right Hand Exhaust Camshaft

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 conventional gasoline engine vehicles that were equipped with an engine, as original equipment (MY25-26) or as a service part (MY22-23), that could have included a camshaft from a specific production lot from a specific supplier. Hybrid vehicles with a V35A engine that could contain an affected camshaft will continue to have some motive power for limited distances (and the driver receives a continuous audible warning, warning lamps, and visual warning messages) if the condition occurs, and are not involved in this recall. Toyota continues to confirm the disposition of a small number of V35A engines that could have received an affected camshaft and for which there are no records of installation in any vehicle. Other Toyota or Lexus vehicles sold in the U.S. are not equipped with this camshaft.

3. Total Number of Vehicles Potentially Involved:

MY22 Toyota Tundra	:	15,202
MY23 Toyota Tundra	:	2,560
MY25 Toyota Tundra	:	10,025
MY26 Toyota Tundra	:	34,703
Total	:	62,490

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

Affected camshafts are from one specific production lot from a specific supplier. Toyota estimates that there are approximately 300 affected camshafts that may have been installed in the subject vehicles. However, if a subject vehicle is equipped with an affected camshaft, whether the issue will occur depends on the conditions described in Section 5 below. 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 less than 1 percent.

5. Description of Problem:

The subject vehicles are equipped with exhaust camshafts that operate the engine exhaust valves. The camshaft supplier used an incorrect ratio of raw materials during the alloying process for a specific production lot of camshafts used for the exhaust valves of a specific cylinder bank. This could result in the creation and propagation of small cracks in the camshafts during the machining process. If a subject vehicle is equipped with a camshaft from this lot, these cracks may continue to propagate during engine use and cause the camshaft to snap, leading to a MIL On, engine rough running, misfire, or engine stall. If the engine stalls during driving, there can be a loss of motive power while driving at higher speeds, increasing the risk of a crash.

6. Chronology of Principal Events:

October 2025 – December 2025

In October 2025, Toyota received a field report where the customer of a subject vehicle alleged that the warning lamp was illuminated and the vehicle would not start. The engine was recovered and disassembled. The right-hand exhaust camshaft was found to have snapped.

In December 2025, Toyota received a second field report and recovered the camshaft for inspection. After identifying surface cracks and a snapped camshaft, Toyota began further investigation to understand the cause of the failure.

January 2026 – April 2026

Toyota performed a material analysis on both snapped camshafts and identified that the magnesium content of the parts exceeded internal specifications. Based on these findings, Toyota began investigating the camshaft supplier's manufacturing process.

This investigation identified one lot on a specific date at the supplier that was affected by an extended casting line shutdown due to equipment trouble. Further investigation confirmed that the automatically measured alloy additives, including magnesium, were manually added a second time by an operator to a specific lot (400 parts) in error. This caused the raw materials to be added more than the intended amount in this lot.

Based on these findings, Toyota initiated testing to evaluate the effects of allowing alloy additives, specifically magnesium, to be added to the casting process twice. To support this testing, the supplier cast one full lot of camshafts in which the alloy additives were added twice during the alloying process. The camshafts were then processed through the heat treatment and machining process of Toyota's engine plant before they were sent for further material analysis.

May 2026 – November 2026

Toyota sampled parts from this test production lot and performed a magnetic particle injection to identify any cracks that had formed within the parts during the heat treatment and machining process. Visual inspection after the magnetic particle injection observed surface cracks similar to the field recovered parts.

Toyota hypothesized that magnesium levels across an entire lot may not be equal due to a certain material characteristic known as magnesium fade. Thus, Toyota performed a material analysis on each part from this test lot, and identified that in all parts of the reproduction lot the magnesium content exceeded internal specifications.

Toyota determined that the production of these camshafts, where alloy additives were added to the casting process twice, could result in the creation and propagation of small cracks in the camshafts during the subsequent machining process at the engine plant. Such cracks may continue to propagate during engine use and cause the camshaft to snap, leading to a MIL On, engine rough running, misfire, or engine stall. If the engine stalls during driving, there can be a loss of motive power while driving at higher speeds, increasing the risk of a crash.

November 6, 2026

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

As of October 30, 2026, based on a diligent review of records, Toyota's best engineering judgment is that there are 31 Toyota Field Technical Reports and 60 warranty claims on 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 notified to return their vehicle to a Toyota dealer. The dealer will inspect the camshaft to see if it may be from the affected lot and, if so, the camshaft will be replaced 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.

8. Recall Schedule:

Notifications to owners of the affected vehicles will occur by January 11, 2027. 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 by November 13, 2026. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer's Campaign Number:

[Interim / Remedy]: 26TB26 / 26TA26