



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V659

Manufacturer Name: Toyota Motor Engineering & Manufacturing

Submission Date: Oct 07, 2026

NHTSA Recall No.: 26V659

Manufacturer Recall No.: 26TA22

Manufacturer Information

Population

Manufacturer Name: Toyota Motor Engineering & Manufacturing

Address: 6565 Headquarters Drive
Plano TX, 75024

Total number of potentially involved: 30,978

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2026-2026 TOYOTA RAV4 PLUG-IN HYBRID

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Jul 22, 2025 - Aug 19, 2026

Number of potentially involved: 30,978

Descriptive Information:

Although the involved vehicles are within the above production period range, not all vehicles in this range were sold in the U.S. 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. 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.

Defect / Noncompliance Description

Description of the defect or noncompliance:

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.

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26V659**FMVSS1:****FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

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.

Description of the cause:**Identification of any warning that can occur:**

Component Manufacturer

Tier of Supplier:**Supplier Type:**

Name: Denso Corporation
Address: 1-1, Showa-cho
Kariya-city Foreign States, 448-8661
Country: Japan

Involved Components

Component Name 1: Inverter Assy, HEV Motor Control
Component Description: MG-ECU
Component Part Number: G92A0-42460

Chronology

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

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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.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type:

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

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.

How remedy component differs from recalled component:

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

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Recall Schedule

Description of 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. Notifications to distributors/dealers will be sent on October 7, 2026. Copies of dealer communications will be submitted as they are issued.

Planned Dealer Notification Date: Oct 07, 2026 - Oct 07, 2026☐ No Dealers**Planned Interim Owner Notification Date:**☐ No Owners**Planned Remedy Owner Notification Date:** Nov 22, 2026 - Dec 06, 2026☐ Phased Recall**Date when VIN will be searchable:**