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*By Recall Management Division at 12:22 pm, Apr 24, 2014*

Toyota Motor Engineering &  
Manufacturing North America, Inc.

Vehicle Safety & Compliance  
Liaison Office  
Mail Code: S-104  
19001 South Western Avenue  
Torrance, CA 90501

April 23, 2014

Ms. Nancy Lummen Lewis  
Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
Attn: Recall Management Division (NVS-215)  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Re: Certain Toyota Yaris & Scion xD Vehicles  
Part 573, Defect Information Report (Updated)  
14V-169

Dear Ms. Lewis:

In accordance with the requirements of the National Traffic and Motor Vehicle Safety Act of 1966 and 49 CFR Part 573, on behalf of Toyota Motor Corporation ["TMC"], we hereby submit the attached updated Defect Information Report concerning a voluntary safety recall of certain Toyota Yaris and Scion xD vehicles to address an issue with the seat rail assemblies.

Should you have any questions about this report, please contact me directly.

Sincerely,



Abbas Saadat  
Vice President  
Toyota Motor Engineering & Manufacturing  
North America, Inc.

cc: J. Timian

Enclosure  
Part 573, Defect Information Report (Updated)

**DEFECT INFORMATION REPORT**  
(Updated April 23, 2014)

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 Sales, USA, Inc. [“TMS”]  
19001 South Western Avenue, Torrance, CA 90501

Manufacturer of the Seat Rail Assembly

Toyota Boshoku Corporation  
1-1 Toyoda-cho, Kariya-city, Aichi-pref. 448-8651, Japan  
Telephone: +81-566-23-6611  
Country of Origin: Japan

2. Identification of Involved Vehicles:

Based on production records, we have determined the involved vehicle population as in the table below.

Make/ Car Line	Model Year	Manufac- turer	VIN		Production Period
			VDS	VIS	
Toyota/ Yaris	2006 – 2010	TMC	*T**3	71000104 – A1390775	August 22, 2005 through May 12, 2010
				74000003 – A4076151	
				65008921 – A5317943	
Toyota/ Scion xD	2008 – 2010	TMC	KU**4	8J000109 – AJ059201	April 4, 2007 through May 12, 2010
				A1000101 – A1004910	

Note: Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.

No other Toyota or Lexus vehicles use the same seat rail assembly as the involved vehicles.

3. Total Number of Involved Vehicles:

472,388

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

Unknown

5. Description of Problem:

In the seat rail of the driver seat of the subject vehicles and the front passenger seat of three-door models, the springs used for the mechanism which lock the seat rails in its adjusting positions could break if the seat is adjusted forward and/or rearward with high frequency. If this occurs, the seat may not be able to be locked in position. In limited instances, a broken spring could become stuck in the seat rail, and the seat might appear to be locked in position. If the vehicle is operated with a broken seat rail spring, the seat could move in the event of a crash, increasing the risk of injury to the occupant.

6. Chronology of Principal Events:

August 2008 - April 2010

Toyota received a field report from the Japan market indicating that the driver seat was not able to be locked. Investigation of the vehicle's returned seat rail assembly revealed that the spring used for the mechanism which locks the seat rail in its adjusting position broke by what appeared to be a fatigue fracture, but the material property had no abnormality. Toyota investigated the usage of this seat and found that the seat was frequently moved forward and rearward every time the customer entered and exited the vehicle. Toyota conducted duplication testing and confirmed that the spring could break in a manner similar to the returned part if the seat position is adjusted forward and/or rearward with higher frequency than the internal durability standard. However, Toyota determined that the breakage of the spring occurs while the seat position is being adjusted, and this can be easily noticed before starting to drive. Therefore, Toyota decided to close the investigation. In order to enhance the performance of the seat adjusting mechanism, the spring was changed in April 2010.

July 2011 - May 2012

Toyota sporadically received additional field reports and began to investigate the appropriateness of the durability standard for this component. Toyota recovered seat rail assemblies from rental cars based on the assumption that the seat adjusting frequency in these vehicles is high due to frequent usage of the vehicles by differently-sized occupants. Investigation of these recovered parts revealed that the seat adjusting frequency was within the expectation of normal usage, and the spring had sufficient strength for such usage.

#### May 2012 - Early April 2014

Toyota continued the investigation of parts returned from the field. During the investigation, Toyota received seat rails from an incident alleging that the driver seat moved while driving. One of the seat rails was missing a spring and the other seat rail contained a significantly deformed spring. Toyota conducted duplication testing and found that, in limited instances, a broken spring could become stuck in the seat rail and the seat might appear to be locked in position. In this condition, the occupant may not notice the malfunction of the seat adjusting mechanism before starting to drive, and the seat could move while driving.

Based on the above investigations, Toyota determined that, if the driver's seat is adjusted with high frequency, a spring can break. In limited instances, a broken spring could become stuck in the seat rail, and the seat might appear to be locked in position. In addition, through analysis of failure rates of the subject seat rails, Toyota determined that these types of failures could occur on the passenger seat on three-door models due to a high frequency of seat adjustments made as passengers enter and exit the rear seat. The failure rates of passenger seats in four-door and five-door models are low; therefore, Toyota judged that the same phenomenon does not occur on the passenger seat of the four-door and five-door models because seat adjustment frequency is low. If the vehicle is operated with this condition on either the driver's seat or on the passenger seat in the three-door model, the seat could move in the event of the crash, increasing the risk of injury to the occupant.

#### April 3, 2014

Toyota decided to conduct a voluntary safety recall campaign on the subject vehicles to replace the seat rail of the driver seat on all of the subject vehicles and the passenger seat on three-door model with a new one.

As of March 14, 2014, Toyota is not aware of any crashes or injuries caused by this condition. Toyota had received 1 Toyota Field Technical Reports, and 31 warranty claims that relate to or may relate to this condition in the involved vehicles. (This field action is predominantly the result of reports in the Japan market due to a high frequency of seat adjustments compared to the U.S.).

#### 7. Description of Corrective Repair Action:

All known owners of the subject vehicles will be notified by first class mail. Toyota dealer will check the serial number of the involved seat rail(s) and if necessary, replace it with a new one.

#### 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:

Toyota will provide a separate schedule for the remedy owner notification shortly. Copies of draft owner notifications will be submitted as soon as they are available.

9. Distributor/Dealer Notification Schedule:

Toyota will provide a separate schedule for the distributor/dealer notification shortly. Copies of dealer communications will be submitted as they are issued.