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By Recall Management Division at 10:35 am, May 22, 2014

Toyota Motor Engineering &
Manufacturing North America, Inc.

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

May 22, 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: FMVSS 208, Occupant Crash Protection
Part 573, Noncompliance Information Report

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 Noncompliance Information Report concerning certain Toyota Highlander vehicles that might not meet certain requirements of FMVSS 208.

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

Sincerely,



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

Enclosures
Part 573, Noncompliance Information Report

NONCOMPLIANCE INFORMATION REPORT

1. Vehicle Manufacturer Name:

Toyota Motor Manufacturing, Indiana, Inc. [“TMMI”]
4000 Tulip Tree Drive,
Princeton, IN 47670-4000

Affiliated U.S. Sales Company

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

Manufacturer of Airbag Electronic Control Unit:

Denso Manufacturing Tennessee, Inc.
1720 Robert C.Jackson Drive
Maryville Tennessee 37801
(865) 982-7000

Country of Origin: USA

2. Identification of Involved Vehicles:

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

Make/ Car Line	Model Year	Manufac- turer	VIN		Production Period
			VDS	VIS	
Toyota/ Highlander and Highlander HV	2014	TMMI	TBD	TBD	TBD

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 airbag electronic control unit with incorrect software as the subject vehicles.

3. Total Number of Vehicles Involved:

Total: Approximately 50,000

4. Percentage of Vehicles Estimated to Actually Experience Noncompliance:

Unknown

5. Description of Noncompliance:

The front passenger seatbelt assembly of the subject vehicles is equipped with a selectable force limiter feature that determines the appropriate load applied by the seatbelt (i.e., high or low) during a crash based on detection of the occupant's size by the Occupant Classification System (OCS). Due to improper software installed in the airbag electronic control unit (ECU) for operation of the force limiter, the "low" load of the force limiter is selected regardless of the occupant size. The "low" setting is intended for a small occupant such as a 5th percentile female. In this condition, an occupant detected as a larger occupant by the OCS (e.g. a 50th percentile male) will not be restrained with the intended "high" belt restraining force setting. This condition could result in the HIC value exceeding the requirement specified in FMVSS No. 208. Under some conditions, this could increase the risk of an injury to an occupant in the event of a crash.

6. Test Results and Other Information:

In late April, 2014, during internal confirmation testing for FMVSS No. 208 using a mass production vehicle, while the requirements of FMVSS No. 208 were met, a higher HIC value was measured in comparison with the resultant values found in testing during vehicle development. Subsequent investigation revealed that the constant in the software for operation of the selectable seat belt force limiter was incorrect, causing the seat belt force limiter to be activated only in the "low" load mode regardless of the occupant's size. This condition might not have properly restrained the 50th male dummy in the crash test.

In early May, 2014, Toyota ran an additional test, and subsequently confirmed the condition that improper software can cause lower-than-intended restraining force in the seat belt force limiter for the 50th male dummy. Based on these tests, this condition could result in the HIC value exceeding the requirement specified in FMVSS No. 208.

On May 19, 2014, Toyota decided that a noncompliance with FMVSS 208 may exist and decided to initiate a recall.

7. Description of Corrective Repair Action:

All known owners of the subject vehicles will be notified by first class mail to return their vehicles to a Toyota dealer to have the software updated in the airbag electronic control unit.

Reimbursement Plan for pre-notification remedies

As the owner notification letters will be mailed out well within the active period of the Toyota New Vehicle Limited Warranty (“Warranty”), all involved vehicle owners for this recall would have been provided a repair at no cost under Toyota’s Warranty.

8. Recall Schedule:

Toyota anticipates the owner notification will begin in mid-June, 2014. Copies of the owner notification letter will be submitted as soon as it is available.

9. Distributor/Dealer Notification Schedule:

Toyota’s notification to distributors/dealers along with detailed remedy instructions was sent May 20, 2014. Copies of the dealer communications will be submitted as they are issued.