

Part 573 Safety Recall Report

15V-286

Manufacturer Name : Toyota Motor Engineering & Manufacturing**Submission Date :** NOV 09, 2017**NHTSA Recall No. :** 15V-286**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Toyota Motor Engineering & Manufacturing
Address : 6565 Headquarters Drive
 Plano TX 75024
Company phone : 1-800-331-4331

Population :

Number of potentially involved : 1,069,055
Estimated percentage with defect : NR

Vehicle Information :**Vehicle 1 :** 2002-2007 Lexus SC**Vehicle Type :****Body Style :****Power Train :** NR

Descriptive Information : (1) The above referenced vehicles include those covered by previous recall 14V-655 and the additional population reported here.
 (2) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.

Toyota is unable to provide an estimate of the percentage of vehicles to actually contain the defect. As noted in the May Amendment to the Coordinated Remedy Order, the length of time that a non-desiccated frontal Takata PSAN inflator will have reached the point where they pose an unreasonable risk to safety could be quite long and is dependent on the age of the inflator and environmental exposure, among other factors.

[July 17, 2017] – Toyota submitted its notice to utilize provisions and requirements of Paragraph 45 and the “other” reporting category pursuant to Paragraphs 46-47 of the December 9, 2016 ACRO. Counts of these vehicles are indicated in the attached supplement and are current as of June 20, 2017.

Production Dates : JAN 08, 2001 - AUG 03, 2007**VIN Range 1 : Begin :**

NR

End : NR Not sequential**Vehicle 2 :** 2003-2007 Toyota Corolla Matrix**Vehicle Type :****Body Style :****Power Train :** NR

Descriptive Information : (1) The above referenced vehicles include those covered by previous recall 14V-655 and the additional population reported here.
 (2) Although the involved vehicles are within the above VIN range, not all vehicles in

this range were sold in the U.S.

Toyota is unable to provide an estimate of the percentage of vehicles to actually contain the defect. As noted in the May Amendment to the Coordinated Remedy Order, the length of time that a non-desiccated frontal Takata PSAN inflator will have reached the point where they pose an unreasonable risk to safety could be quite long and is dependent on the age of the inflator and environmental exposure, among other factors.

[July 17, 2017] – Toyota submitted its notice to utilize provisions and requirements of Paragraph 45 and the “other” reporting category pursuant to Paragraphs 46-47 of the December 9, 2016 ACRO. Counts of these vehicles are indicated in the attached supplement and are current as of June 20, 2017.

Production Dates : JAN 06, 2002 - JUN 05, 2007

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 3 : 2003-2007 Toyota Corolla

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) The above referenced vehicles include those covered by previous recall 14V-655 and the additional population reported here.

(2) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.

Toyota is unable to provide an estimate of the percentage of vehicles to actually contain the defect. As noted in the May Amendment to the Coordinated Remedy Order, the length of time that a non-desiccated frontal Takata PSAN inflator will have reached the point where they pose an unreasonable risk to safety could be quite long and is dependent on the age of the inflator and environmental exposure, among other factors.

[July 17, 2017] – Toyota submitted its notice to utilize provisions and requirements of Paragraph 45 and the “other” reporting category pursuant to Paragraphs 46-47 of the December 9, 2016 ACRO. Counts of these vehicles are indicated in the attached supplement and are current as of June 20, 2017.

Production Dates : DEC 28, 2001 - JUL 03, 2007

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 4 : 2003-2006 Toyota Tundra

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) The above referenced vehicles include those covered by previous recall 14V-655 and the additional population reported here.

(2) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.

Toyota is unable to provide an estimate of the percentage of vehicles to actually contain the defect. As noted in the May Amendment to the Coordinated Remedy Order, the length of time that a non-desiccated frontal Takata PSAN inflator will have reached the point where they pose an unreasonable risk to safety could be quite long and is dependent on the age of the inflator and environmental exposure, among other factors.

[July 17, 2017] – Toyota submitted its notice to utilize provisions and requirements of Paragraph 45 and the “other” reporting category pursuant to Paragraphs 46-47 of the December 9, 2016 ACRO. Counts of these vehicles are indicated in the attached supplement and are current as of June 20, 2017.

Production Dates : JUL 30, 2002 - DEC 22, 2006

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 5 : 2003-2007 Pontiac Vibe

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) The above referenced vehicles include those covered by previous recall 14V-655 and the additional population reported here.
(2) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.

Toyota is unable to provide an estimate of the percentage of vehicles to actually contain the defect. As noted in the May Amendment to the Coordinated Remedy Order, the length of time that a non-desiccated frontal Takata PSAN inflator will have reached the point where they pose an unreasonable risk to safety could be quite long and is dependent on the age of the inflator and environmental exposure, among other factors.

[October 19, 2017] - General Motors informed Toyota that it has notified the Agency regarding its intent to utilize the provisions and requirements of Paragraph 45 and the “other” reporting category pursuant to Paragraphs 46-47 of the December 9, 2016 ACRO.

Production Dates : JAN 18, 2002 - JUN 04, 2007

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 6 : 2002-2007 Toyota Sequoia

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) The above referenced vehicles include those covered by previous recall 14V-655 and the additional population reported here.
(2) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.

Toyota is unable to provide an estimate of the percentage of vehicles to actually contain the defect. As noted in the May Amendment to the Coordinated Remedy Order, the length of time that a non-desiccated frontal Takata PSAN inflator will have reached the point where they pose an unreasonable risk to safety could be quite long and is dependent on the age of the inflator and environmental exposure, among other factors.

[July 17, 2017] – Toyota submitted its notice to utilize provisions and requirements of Paragraph 45 and the “other” reporting category pursuant to Paragraphs 46-47 of the December 9, 2016 ACRO. Counts of these vehicles are indicated in the attached supplement and are current as of June 20, 2017.

Production Dates : APR 02, 2002 - NOV 08, 2007

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Description of Defect :

Description of the Defect : This is an amendment to Recall 15V-286, the prioritized population of vehicles in areas of High Absolute Humidity (HAH), in light of the Consent Order entered into on May 18, 2015 between the National Highway Traffic Safety Administration (“NHTSA”) and Takata, and Part 573 Reports filed by Takata on that date (15E-041, 15E-042, and 15E-043). The subject vehicles are equipped with front passenger air bag inflators (Takata-designated SPI, PSPI, or PSPI-L) which, according to the Part 573 Reports submitted by Takata, may have been manufactured in such a way as to have a potential for the intrusion of moisture over time. Depending on the circumstances, this potential condition could create excessive internal pressure when the air bag is deployed, which could result in the body of the inflator rupturing upon deployment. In the event of an inflator rupture, metal fragments could pass through the air bag cushion material, which may result in injury or death to vehicle occupants.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Depending on the circumstances, this potential condition could create excessive internal pressure when the air bag is deployed, which could result in the body of the inflator rupturing upon deployment. In the event of an inflator rupture, metal fragments could pass through the air bag cushion material, which may result in injury or death to vehicle occupants.

Description of the Cause : NR

Identification of Any Warning
that can Occur : NR

Supplier Identification :

Component Manufacturer

Name : TK Holdings Inc.
Address : 2500 Takata Drive
Auburn Hills MICHIGAN 48326
Country : United States

Chronology :

Please see the attached amended Part 573 report that was submitted on June 16, 2015 for the chronology.

Description of Remedy :

Description of Remedy Program : All known owners of the affected Toyota and Lexus vehicles will be notified by first class mail to return their vehicles to a Toyota or Lexus dealer, as applicable. The dealer will replace the front passenger airbag inflator with a newly manufactured one. 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. General Motors will notify NHTSA separately of its repair and notification schedule. Pursuant to 577.11(e), General Motors will provide reimbursement to owners for repairs completed on or before ten days after GM mails owner letters, pursuant to the plan submitted on May 20, 2015. In addition, please see section 8 in the attached amended Part 573 report that was submitted on June 16, 2015.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : Notifications to distributors/dealers were sent on June 15, 2015. Copies of dealer communications will be submitted as they are issued. Please also see section 8 in the attached amended Part 573 report that was submitted on June 16, 2015.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported