

# Part 573 Safety Recall Report

# 16V-128

**Manufacturer Name :** Toyota Motor Engineering & Manufacturing**Submission Date :** NOV 09, 2017**NHTSA Recall No. :** 16V-128**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 :** 71,163  
**Estimated percentage with defect :** NR

**Vehicle Information :****Vehicle 1 :** 2008-2010 Lexus SC**Vehicle Type :****Body Style :****Power Train :** NR

**Descriptive Information :** 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 :** AUG 03, 2007 - JUL 30, 2010**VIN Range 1 : Begin :**

NR

**End :** NR Not sequential**Vehicle 2 :** 2008-2008 Toyota Corolla**Vehicle Type :****Body Style :****Power Train :** NR

**Descriptive Information :** 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 : JUN 01, 2007 - DEC 21, 2007

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 3 : 2008-2008 Toyota Corolla Matrix

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : 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 : JUN 01, 2007 - DEC 18, 2007

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 4 : 2008-2008 Pontiac Vibe

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : 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 : JUN 01, 2007 - JAN 02, 2008

VIN Range 1 : Begin :

NR

End : NR

Not sequential

## Description of Defect :

Description of the Defect : This is an expansion of 15V-286, the prioritized population of vehicles in areas of High Absolute Humidity (HAH). The subject vehicles are equipped with front passenger air bag inflators (Takata-designated PSPI-L) which, according to the Part 573 Reports submitted by Takata (15E-042), 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 : 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. ("Takata")

Address : 2500 Takata Drive  
Auburn Hills MICHIGAN 48326

Country : United States

## Chronology :

Refer to the letter accompanying this report.

**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. For Corolla and SC430 vehicles, the dealer will replace the front passenger airbag inflator with a newly manufactured one. For Corolla Matrix vehicles, the dealer will replace the front passenger airbag assembly with one equipped with a newly specified inflator. General Motors will notify NHTSA separately of its repair and notification schedule. 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. Pursuant to 49 C.F.R. § 577.11, GM will reimburse owners for repairs according to the plan submitted on May 20, 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 owners of Toyota models will occur by mid-March 2016. A copy of the draft owner notification letter(s) will be submitted as soon as available. Notifications to distributors/dealers will be sent on March 1, 2016. Copies of dealer communications will be submitted as they are issued

Planned Dealer Notification Date : MAR 01, 2016 - MAR 01, 2016

Planned Owner Notification Date : MAR 15, 2016 - MAY 01, 2016

\* NR - Not Reported