

Part 573 Safety Recall Report

16V-340

Manufacturer Name : Toyota Motor Engineering & Manufacturing**Submission Date :** JAN 09, 2018**NHTSA Recall No. :** 16V-340**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 : 1,749,923

Estimated percentage with defect : NR

Vehicle Information :

Vehicle 1 : 2007-2011 Lexus ES350

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.

(2) The involved vehicles are equipped with Takata-designated PSPI-6 inflators. Vehicles with other inflators (Takata-designated SPI, PSPI, and PSPI-L) noted in the Part 573 reports submitted by Takata on May 16, 2016 have already been included in Toyota recalls 15V-285 and 15V-286. Other inflators specified by Takata are not used in Toyota vehicles.

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 6, 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 supplements.

Production Dates : NOV 24, 2005 - SEP 12, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 2 : 2008-2011 Toyota Scion xB

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.

(2) The involved vehicles are equipped with Takata-designated PSPI-6 inflators. Vehicles with other inflators (Takata-designated SPI, PSPI, and PSPI-L) noted in the Part 573 reports submitted by Takata on May 16, 2016 have already been included in Toyota recalls 15V-285 and 15V-286. Other inflators specified by Takata are not used in Toyota vehicles.

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 6, 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 supplements.

Production Dates : JAN 17, 2007 -JUN 03, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 3 : 2009-2011 Toyota Corolla Matrix

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.

(2) The involved vehicles are equipped with Takata-designated PSPI-6 inflators. Vehicles with other inflators (Takata-designated SPI, PSPI, and PSPI-L) noted in the Part 573 reports submitted by Takata on May 16, 2016 have already been included in Toyota recalls 15V-285 and 15V-286. Other inflators specified by Takata are not used in Toyota vehicles.

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 6, 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 supplements.

Production Dates : DEC 12, 2007 - DEC 08, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 4 : 2006-2011 Toyota Yaris

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.
(2) The involved vehicles are equipped with Takata-designated PSPI-6 inflators. Vehicles with other inflators (Takata-designated SPI, PSPI, and PSPI-L) noted in the Part 573 reports submitted by Takata on May 16, 2016 have already been included in Toyota recalls 15V-285 and 15V-286. Other inflators specified by Takata are not used in Toyota vehicles.

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 6, 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 supplements.

Production Dates : JUL 12, 2005 - AUG 03, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 5 : 2009-2011 Toyota Corolla

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.
(2) The involved vehicles are equipped with Takata-designated PSPI-6 inflators. Vehicles with other inflators (Takata-designated SPI, PSPI, and PSPI-L) noted in the Part 573 reports submitted by Takata on May 16, 2016 have already been included in Toyota recalls 15V-285 and 15V-286. Other inflators specified by Takata are not used in Toyota vehicles.

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 6, 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 supplements.

Production Dates : JUL 31, 2007 - DEC 20, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 6 : 2009-2010 Pontiac Vibe

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.
(2) The involved vehicles are equipped with Takata-designated PSPI-6 inflators. Vehicles with other inflators (Takata-designated SPI, PSPI, and PSPI-L) noted in the Part 573 reports submitted by Takata on May 16, 2016 have already been included in Toyota recalls 15V-285 and 15V-286. Other inflators specified by Takata are not used in Toyota vehicles.

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 22, 2008 - JAN 05, 2010

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 7 : 2011-2011 Toyota Sienna

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.
(2) The involved vehicles are equipped with Takata-designated PSPI-6 inflators. Vehicles with other inflators (Takata-designated SPI, PSPI, and PSPI-L) noted in the Part 573 reports submitted by Takata on May 16, 2016 have already been included in

Toyota recalls 15V-285 and 15V-286. Other inflators specified by Takata are not used in Toyota vehicles.

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 6, 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 supplements.

Production Dates : JAN 04, 2010 - SEP 12, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 8 : 2006-2011 Lexus IS350

Vehicle Type :

Body Style :

Power Train : NR

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(2) The involved vehicles are equipped with Takata-designated PSPI-6 inflators. Vehicles with other inflators (Takata-designated SPI, PSPI, and PSPI-L) noted in the Part 573 reports submitted by Takata on May 16, 2016 have already been included in Toyota recalls 15V-285 and 15V-286. Other inflators specified by Takata are not used in Toyota vehicles.

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 6, 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 supplements.

Production Dates : MAY 27, 2005 - AUG 31, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 9 : 2010-2011 Lexus IS250C

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.

(2) The involved vehicles are equipped with Takata-designated PSPI-6 inflators. Vehicles with other inflators (Takata-designated SPI, PSPI, and PSPI-L) noted in the Part 573 reports submitted by Takata on May 16, 2016 have already been included in Toyota recalls 15V-285 and 15V-286. Other inflators specified by Takata are not used in Toyota vehicles.

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[October 6, 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 supplements.

Production Dates : NOV 25, 2008 - AUG 29, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 10 : 2010-2011 Lexus IS350C

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.

(2) The involved vehicles are equipped with Takata-designated PSPI-6 inflators. Vehicles with other inflators (Takata-designated SPI, PSPI, and PSPI-L) noted in the Part 573 reports submitted by Takata on May 16, 2016 have already been included in Toyota recalls 15V-285 and 15V-286. Other inflators specified by Takata are not used in Toyota vehicles.

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 6, 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 supplements.

Production Dates : NOV 25, 2008 - AUG 29, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 11 : 2010-2011 Lexus GX460

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.

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Production Dates : JUL 28, 2009 - AUG 01, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 12 : 2010-2011 Toyota 4Runner

Vehicle Type :

Body Style :

Power Train : NR

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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 6, 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 supplements.

Production Dates : MAY 11, 2009 - OCT 05, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 13 : 2008-2011 Lexus IS F

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.
(2) The involved vehicles are equipped with Takata-designated PSPI-6 inflators. Vehicles with other inflators (Takata-designated SPI, PSPI, and PSPI-L) noted in the Part 573 reports submitted by Takata on May 16, 2016 have already been included in Toyota recalls 15V-285 and 15V-286. Other inflators specified by Takata are not used in Toyota vehicles.

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 6, 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 supplements.

Production Dates : JUL 18, 2007 - AUG 27, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 14 : 2006-2011 Lexus IS250

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : (1) Although the involved vehicles are within the above VIN range, not all vehicles in this range were sold in the U.S.
(2) The involved vehicles are equipped with Takata-designated PSPI-6 inflators. Vehicles with other inflators (Takata-designated SPI, PSPI, and PSPI-L) noted in the Part 573 reports submitted by Takata on May 16, 2016 have already been included in Toyota recalls 15V-285 and 15V-286. Other inflators specified by Takata are not used

in Toyota vehicles.

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 6, 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 supplements.

Production Dates : MAY 27, 2005 - AUG 31, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Description of Defect :

Description of the Defect : The subject vehicles are equipped with front passenger air bag inflators (Takata-designated PSPI-6) which contain a non-desiccated, phase stabilized ammonium nitrate propellant. According to the Part 573 Reports submitted by Takata on May 16, 2016, a defect related to motor vehicle safety may arise in the inflators due to propellant degradation occurring after prolonged exposure to high absolute humidity, high temperatures, and high temperature cycling. Activation of a non-desiccated ammonium nitrate inflator with degraded propellant may result in an inflator rupture. An inflator rupture may cause metal fragments to pass through the air bag and into the vehicle interior at high speed, which may result in injury or death to vehicle occupants.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : An inflator rupture may cause metal fragments to pass through the air bag and into the vehicle interior at high speed, 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 48326
Country : NR

Chronology :

May 16, 2016 – Takata filed Part 573 reports in accordance with terms specified in the May 4, 2016 Amendment to the November 3, 2015 Consent Order between Takata and the National Highway Traffic Safety Administration (NHTSA).

May 19, 2016 – Based on Takata's Part 573 Reports. Toyota decided to conduct a voluntary safety recall to identify the subject vehicles and replace the air bag inflator or assembly. In doing so, Toyota does not fully endorse the content of Takata's Part 573 Reports.

Description of Remedy :

Description of Remedy Program : All known owners of the affected Toyota, Scion, and Lexus vehicles will be notified by first class mail to return their vehicles to a Toyota or Lexus dealer, as applicable. Depending on the vehicle model, dealers will replace the front passenger air bag inflator, or replace the air bag assembly.

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 : Interim notifications to owners of the affected vehicles will occur by July 22, 2016. A copy of the draft owner notification letter will be submitted as soon as available.

Remedy notifications will be made consistent with NHTSA's Coordinated Remedy Program Order and the availability of replacement parts.

Notifications to distributors/dealers will be sent on May 23, 2016. Copies of dealer communications will be submitted as they are issued.

Planned Dealer Notification Date : MAY 23, 2016 - MAY 23, 2016

Planned Owner Notification Date : JUL 22, 2016 - JUL 22, 2016

* NR - Not Reported