

February 9, 2016

NONCOMPLIANCE INFORMATION REPORT

1. Vehicle Manufacturer Name:

Fuji Heavy Industries, Ltd. ["FHI"]
1-20-8, Ebisu, Shibuya-ku
Tokyo, 150-8554, Japan

Affiliated U.S. Sales Company

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

2. Identification of Involved Vehicles and Affected Components:

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

Make/Car Line	Model Year	Manufacturer	Production Period
Toyota/ Scion FR-S	2013-2016	FHI	March 13, 2012 through January 14, 2016

Part Number	Part Name	Component Description	Applicability
Not Applicable			

Note: (1) Although the involved vehicles are within the above Production Period range, not all vehicles in this range were sold in the U.S.

- (2) Only the vehicles of Scion FR-S equipped with an automatic transmission and ignition key but not an ignition button are involved in this recall.
- (3) Other Toyota and Lexus vehicles are not equipped with the unique delivery mode connectors. Therefore, other Toyota and Lexus vehicles are not included in this recall.

3. Total Number of Vehicles Involved:

25,706 units

4. Percentage of Vehicles Estimated to Actually Experience Noncompliance:

Unknown

5. Description of Noncompliance:

The subject vehicles are equipped with an automatic transmission key interlock system to prevent ignition key removal unless the gear selection control is in “Park”. In order to prevent automatic transmission damage during rail transport, the key interlock is disabled by leaving the delivery mode connectors unconnected at the assembly plant. The connectors on some vehicles may not have been connected during pre-delivery service at dealers or distributors. If not connected, the ignition key can be removed in gear selection controls other than “Park”. Therefore the requirements of S5.2 of FMVSS 114 are not met, and there is an increased risk of vehicle rollaway and a crash.

6. Test Results and Other Information:

Toyota received field reports indicating that the ignition key may be removed in the “Drive” gear position. Toyota inspected the vehicles and found the delivery mode wire harness connectors were apparently not connected during pre-delivery service (PDS) as specified by Toyota. Toyota investigated and found that not all port facilities or dealer technicians, who were conducting the PDS, understood or were following the specified procedure. On February 2, 2016, Toyota determined that some vehicles in the field may not meet the requirements of S5.2 FMVSS 114.

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 delivery mode connectors inspected and, if necessary, connected at no charge.

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:

Mailing of owner notifications will begin in early March, 2016. A draft of the owner notification letter will be submitted as soon as it is available.

9. Distributor/Dealer Notification Schedule:

Notification to distributors/dealers will be sent on February 9, 2016. Copies of the dealer communications will be submitted as they are issued.

10. Manufacturer's Campaign Number:

G0E