

# Part 573 Safety Recall Report

# 18V-123

**Manufacturer Name :** Toyota Motor Engineering & Manufacturing**Submission Date :** FEB 20, 2018**NHTSA Recall No. :** 18V-123**Manufacturer Recall No. :** JOI**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 :** 8,769  
**Estimated percentage with defect :** NR

**Vehicle Information :****Vehicle 1 :** 2017-2017 Toyota Tundra**Vehicle Type :****Body Style :****Power Train :** NR

**Descriptive Information :** (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) Other Toyota vehicles built at TMMTX were not assembled using the affected nut runner.

Note: Toyota is unable to provide an estimate of the percentage of the vehicles to actually contain the noncompliance. Whether the condition will occur prior to first sale and constitute a noncompliance will differ depending on the actual amount of torque applied in each case.

**Production Dates :** JAN 09, 2017 - FEB 25, 2017**VIN Range 1 : Begin :** NR**End :** NR Not sequential**Description of Noncompliance :**

**Description of the Noncompliance :** The subject vehicles are equipped with a rear split bench seat bolted to seat leg bracket sub-assemblies which bolt to the floor pan. There is a possibility that one or more of the bolts fixing the left-hand seat bracket sub-assemblies to the floor pan may not have been torqued within the design specified range, due to a damaged nut runner (bolt torquing tool). If the torque applied for a sufficient number of these bolts on the left-hand seat bracket is sufficiently outside the design specified range, the vehicle may not meet certain requirements of FMVSS 207 paragraph S4.2, FMVSS 210 paragraph S4.2.2, and FMVSS 225 paragraphs S6.3.1 and S9.4.1. This could cause an increased risk of injury in the event of a crash.

**FMVSS 1 :** 207 - Seating systems

FMVSS 2 : 210 - Seat belt assembly anchorages

Description of the Safety Risk : If the torque applied for a sufficient number of these bolts on the left-hand seat bracket is sufficiently outside the design specified range, the vehicle may not meet certain requirements of FMVSS 207 paragraph S4.2, FMVSS 210 paragraph S4.2.2, and FMVSS 225 paragraphs S6.3.1 and S9.4.1. This could cause an increased risk of injury in the event of a crash.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

## Supplier Identification :

### Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

## Chronology :

An assembly team member described an abnormal feeling when tightening the subject bolts when using a nut runner. Based on this information, the nut runner in use was inspected and found to be damaged. A review of the assembly process confirmed the affected tool was only used on the left side rear seat of CrewMax Tundra vehicles. Toyota conducted a survey of the available vehicle inventory assembled using the affected nut runner. Bolt torque measurements were recorded for all five bolts fastening the left-hand seat bracket sub-assembly. In addition, torque audit data, which is regularly collected, was reviewed to investigate the potential range of vehicles affected by this particular nut runner.

In early February 2018, testing using the lowest measured torque values for each bolt from the torque study was conducted to help judge whether the requirements of FMVSS Nos. 207, 210 and 225 were maintained. In all tests, no breakage of structural components occurred, and the seats met the requirements of the standards. A further study was conducted to determine the probability that bolts may have been installed with torque low enough to not adequately fasten the seat. Based on a calculated probability, Toyota determined that the possibility of such low torque values on the bolts fastening the seat leg bracket sub-assemblies in the subject vehicles could not be eliminated. Thus, on February 16, 2018, Toyota decided that compliance with FMVSS Nos. 207, 210, and 225 could not be completely verified.

**Description of Remedy :**

Description of Remedy Program : All known owners of the subject vehicles will be notified by first class mail to return their vehicles to a Toyota dealer. The dealers will tighten the five seat leg bracket bolts at no cost to owners. As the owner notification letters will be mailed out well within the active period of the Toyota New Vehicle Limited Warranty, all involved vehicle owners for this recall would have been provided a repair at no cost under Toyota's Warranty.

How Remedy Component Differs from Recalled Component : Recalled component name: Bolt with washer, Recalled component description: Seat leg bracket sub-assembly bolt, Recalled component part number: 90119-A0112

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

**Recall Schedule :**

Description of Recall Schedule : Notifications to owners of the affected vehicles will occur by mid-March, 2018. A copy of the draft owner notification letter(s) will be submitted as soon as available.

Notifications to distributors/dealers will be sent on February 20, 2018. Copies of dealer communications will be submitted as they are issued.

Planned Dealer Notification Date : FEB 20, 2018 - FEB 20, 2018

Planned Owner Notification Date : MAR 12, 2018 - MAR 26, 2018

\* NR - Not Reported