

October 4, 2018

NONCOMPLIANCE INFORMATION REPORT

1. Vehicle Manufacturer Name:

Toyota Motor Manufacturing, Texas, Inc. ["TMMTX"]
1 Lone Star Pass, San Antonio, Texas 78264-3413

Toyota Motor Manufacturing, Indiana, Inc. ["TMMI"]
4000 Tulip Tree Drive, Princeton, IN 47670-4000

Toyota Motor Manufacturing, Kentucky, Inc. ["TMMK"]
1001 Cherry Blossom Way, Georgetown, KY, 40324

Affiliated U.S. Sales Company

Toyota Motor North America ["TMNA"]
6565 Headquarters Drive, Plano, TX 75024

Manufacturer of the Airbag ECU

ZF TRW
902 S 2nd St, Marshall, IL 62441

Country of Origin: U.S.

2. Identification of Involved Vehicles and Affected Components:

Make/Car Line	Model Year	Manufacturer	Production Period
Toyota / Tundra	2018-2019	TMMTX	August 3, 2017 through September 27, 2018
Toyota / Sequoia	2018-2019	TMMI	August 7, 2017 through September 26, 2018
Toyota / Avalon	2019	TMMK	April 20, 2018 through September 26, 2018
Toyota / Avalon HV	2019	TMMK	April 20, 2018 through September 25, 2018

Applicability	Part Number	Part Name	Component Description
MY2018-2019 Toyota Tundra	89170-0C570 89170-0C571 89170-0C572 89170-0C580 89170-0C581 89170-0C582	SENSOR ASSEMBLY, AIR BAG	Airbag ECU
MY2018-2019 Toyota Sequoia	89170-0C590 89170-0C591 89170-0C592		
MY2019 Toyota Avalon	89170-07390		
MY2019 Toyota Avalon HV	89170-07400		

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) Other Toyota and Lexus vehicles utilize an airbag ECU with different software and/or SRS satellite sensors of a different design.

3. Total Number of Vehicles Involved:

Tundra : 137,679
Sequoia : 12,612
Avalon : 13,823
Avalon HV : 4,073
Total: : 168,187

4. Percentage of Vehicles Estimated to Actually Experience Noncompliance:

Unknown. 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 part variation and whether normal sensor variances will cause the inappropriate programming of the diagnostic function to set a specific trouble code in each case.

5. Description of Noncompliance:

In the subject vehicles, due to inappropriate programming, the Airbag (SRS) ECU may erroneously detect a fault in one or more of the front or side SRS satellite sensors during a self-check that occurs at each vehicle start up. This condition will cause the vehicle to set a specific trouble code, disable the affected sensor(s), sound a warning buzzer, activate multiple warning lights, and display a message on the combination meter display. If a fault is erroneously detected, the Airbag ECU may not appropriately identify the crash condition if a crash occurs, and the airbags may not deploy as intended. As a result, some requirements of FMVSS No. 208 and 214 may not be met, resulting in an increased risk of injury during a crash.

6. Test Results and Other Information:

Toyota received reports describing illumination of the SRS warning light. Illumination of the SRS warning light was the result of one of a specific type of diagnostic trouble code (DTC) being set. It was accompanied by a warning buzzer, master warning light illumination, and a message on the multi-information display. Toyota recovered replaced SRS satellite sensors and began an investigation.

In mid-July 2018, the supplier performed bench testing of the sensors, separate from the rest of the SRS system, and did not identify a fault. Testing was then conducted with the sensors connected to the entire SRS system including the ECU and, in some cases, the same DTCs related to the airbag sensors were recreated. If the DTCs were set, they would set during a system diagnostic self-check of the side and front airbag satellite sensors when the ignition is turned on. In early August, a review of the Airbag ECU software identified that the parameters for this self-check were not correct for the type of satellite sensors used in this system, and may result in a failure of the self-check. Failure of the self-check would disable only the sensor which failed for that key cycle. Each ignition on cycle will perform the self-check, and factors such as heat can affect whether the sensor will pass this check using the incorrect parameters.

A study was initiated to evaluate how the SRS system would function in the event of a crash with any of these satellite sensors disabled. Based on the results of the investigation, the results of the aforementioned analyses, and the field information from the U.S. market indicating that this phenomenon could occur prior to first sale, on September 28, 2018, Toyota decided that the subject vehicles may not meet certain requirements of FMVSS No. 208, and/or FMVSS No. 214.

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. The dealers will update the software of the Airbag ECU at no cost to owners.

Reimbursement Plan for pre-notification remedies:

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.

8. Recall Schedule:

Notifications to owners of the affected vehicles will begin by late October, 2018. A copy of the draft owner notification letter(s) will be submitted as soon as available.

9. Distributor/Dealer Notification Schedule:

Notifications to distributors/dealers will be sent on October 5, 2018. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer's Campaign Number:

J0X