

January 22, 2020

DEFECT INFORMATION REPORT

1. Vehicle Manufacturer Name:

Toyota Motor Corporation ["TMC"]
1, Toyota-cho, Toyota-city, Aichi-pref., 471-8571, Japan

Affiliated U.S. Sales Company

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

Manufacturer of Front Driver Air Bag Inflator:

TK Global LLC. ("Takata")
2500 Takata Drive, Auburn Hills, MI 48326
Phone: 248-373-2897

Country of Origin: U.S.A.

2. Identification of Involved Vehicles:

Make/ Car Line	Model Year	Manufacturer	Production Period
Toyota/ RAV4	1998-2000	TMC	June 4, 1997 through August 31, 1999
Toyota/ RAV4 EV	1998-1999	TMC	July 16, 1997 through August 31, 1999
Toyota/ Supra	1997-1998	TMC	March 10, 1997 through August 3, 1998
Toyota/ Celica	1998-1999	TMC	August 19, 1997 through May 7, 1999

- NOTE: (1) Although the involved vehicles are within the above production period, not all vehicles in this range were sold in the U.S.
- (2) The other Toyota and Lexus vehicles sold in the U.S. are equipped with inflators that Takata believes do not exhibit the conditions described below, are of a different design, or are equipped with inflators produced by a different supplier.

Applicability	Part Number	Part Name	Component Description
All Models	45166-12040	Inflator, Steering Wheel, Air Bag	Driver Air Bag Inflator

3. Total Number of Vehicles Potentially Involved:

Toyota RAV4	:	129,271
Toyota RAV4 EV	:	652
Toyota Supra	:	702
Toyota Celica	:	8,217
Total	:	138,842

4. Percentage of Vehicles Estimated to Actually Contain the Defect:

Toyota is unable to provide an estimate of the percentage of vehicles to actually contain the defect.

5. Description:

The subject vehicles are equipped with a single-stage non-azide front driver airbag inflator (Takata-designated NADI) as original equipment; these inflators do not contain phase stabilized ammonium nitrate (PSAN) propellant. Although not confirmed at this time by Toyota with regard to the subject vehicles, according to a Defect Information Report filed by Takata on November 26, 2019 (19E-080), the propellant in some of the involved inflators may absorb moisture over time, which Takata believes is related to the foil seal of the inflator. The absorption of moisture into the propellant over time could lead to slow deployment or inflator rupture in situations where the airbags are commanded to deploy. The potential for such abnormal deployment scenarios to occur may require or be exacerbated by other factors and variables beyond propellant moisture absorption and are not yet fully understood by Takata or Toyota. If an abnormal deployment of the driver airbag occurs, this could increase the risk of injury in the event of a crash. The likelihood of such an occurrence in the subject vehicles is unknown, but, out of an abundance of caution, Toyota is submitting this report.

6. Chronology of Principal Events:

November 2019

In early November, it was reported that BMW announced a voluntary safety recall in Australia for certain vehicles equipped with a non-azide driver inflator (Takata-designated: NADI). According to the reports, a statement by the Australian Competition and Consumer Commission (ACCC) noted a “recent identification of a pattern of abnormal airbag deployments involving BMW cars in Australia, Japan and the U.S.” Subsequent to this announcement, Toyota began a review of, and the National Highway Traffic Safety Administration (NHTSA) inquired about, Toyota vehicles potentially equipped with the subject inflator in the U.S.

In addition, Joyson Safety Systems (JSS, the company succeeding many of Takata’s business operations) provided Toyota with a presentation regarding available information it had about potential sealing concerns with the subject inflator. Toyota began reviewing the contents of the presentation and initiated discussions with JSS Japan to further understand the preliminary analysis presented by them.

In late November Toyota advised NHTSA of preliminary information it had on vehicles potentially equipped with NADI inflators and also a preliminary investigation plan to evaluate inflator condition and performance in Toyota vehicles.

On November 26, Takata Global LLC (TKG) filed a Part 573 report with NHTSA (19E-080).

December 2019 – January 2020

On December 16, NHTSA opened an Equipment Query (EQ19-002) seeking information from certain vehicle manufacturers, including Toyota, regarding the subject inflators.

In late December, the Department of Infrastructure, Transport, Cities and Regional Development in Australia sent a letter to Toyota Motor Corporation of Australia (TMCA) requesting that a voluntary recall be conducted in that market by January 6th, 2020 and Toyota provided its response on December 27th, 2019.

On January 2nd, Toyota advised NHTSA that, although Toyota’s investigation continues, action would be taken in Australia based upon discussions with and a request by the Australian government. Toyota also advised NHTSA that Toyota continues to investigate the issue as it may affect vehicles in the U.S. and that it would respond to the Equipment Query by or before NHTSA’s requested due date of January 17, 2020.

On January 14, 2020, Toyota received information from JSS Japan indicating that, while investigation continues, they had no information contrary to that contained in the Part 573 report of TKG as it relates to the inflators in the subject vehicles.

January 16, 2020

Although Toyota’s investigation continues to evaluate the conditions of the subject inflators as it relates to the subject vehicles, absent other information and out of an abundance of caution, Toyota decided to submit this report and proceed with a safety recall.

Regarding field technical reports and warranty claims received from U.S. sources that were considered in the decision to submit this report, Toyota's best engineering judgment, based on a diligent review of data it was able to locate, is that there are no confirmed U.S. cases related to the issue described in this report. Due to the age of the vehicles, there may be data that was unavailable or data that was classified differently due to changes in Toyota business processes that have occurred over time.

7. Description of Corrective Repair Action:

TBD

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:

Notifications to owners of the affected vehicles will occur by March 22, 2020. A copy of the draft owner notification letter will be submitted as soon as available.

9. Distributor/Dealer Notification Schedule:

Notifications to distributors/dealers will be sent on January 22, 2020. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer's Campaign Number:

[Interim / Remedy] 20TB01 / 20TA01