TOYOTA

Toyota Motor North America, Inc.

Vehicle Safety & Compliance
Liaison Office
Mail Stop: W4-2D
6565 Headquarters Drive
Plano, TX 75024

November 17, 2021

DEFECT INFORMATION REPORT

1. Vehicle Manufacturer Name:

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

Affiliated U.S. Sales Company:

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

Manufacturer of Second Row Seat belt Assembly:

Autoliv Safety Technology de Mexico, SA de CV
2475 -A Paseo de las Americas PMB No. 2303
Tijuana Baja California 22215
Phone: 619 662 8000

Country of Origin: Mexico

2. Identification of Involved Vehicles and Affected Components:

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

Make/Car Line	Model Year	Manufacturer	Production Period
Toyota / Sienna	2022	TMMI	September 16, 2021 through October 5, 2021

Applicability	Part Number	Part Name	Component Description
MY2022 Toyota Sienna	73360-08160-A0 73360-08160-B0	Belt Assy, RR No. 1 Seat, Outer RH	8-Passenger Outer RH Rear Seat belt Assembly
	73370-08150-A0 73370-08150-B0	Belt Assy, RR No. 1 Seat, Outer LH	8-Passenger Outer LH Rear Seat belt Assembly

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) This issue concerns the above listed seat belt assemblies, which were used for the second-row outboard seating positions on the 8-passenger variant of the 2022MY Toyota Sienna and were produced by a particular supplier during a specific production period. Other Toyota and Lexus vehicles sold in the U.S. did not receive these seat belt assemblies.

3. Total Number of Vehicles Potentially Involved:

2,259

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

100% of the involved vehicles contain outboard second row seat belt assemblies that were manufactured with an incorrect D-ring as described, below. However, whether the issue, in each case, will actually lead to seat belt “bunching” and result in a tear to the seat belt material that can increase the risk of an injury in a crash depends on the specifics of each crash, including whether it leads to the deployment of the pre-tensioner in the affected seat belt assemblies.

5. Description of Problem:

The subject vehicles are equipped with certain seat belt assemblies, which are used for the outboard second-row seating positions in the 8-passenger variant of this vehicle model. These seat belt assemblies use a directional low-friction insert in the D-ring (in conjunction with other features), to minimize “bunching” and/or point loading on the seat belt material in crashes necessitating pre-tensioner deployment. During a specific production period at the seat belt assembly supplier, an incorrect D-ring (e.g., left-hand side D-ring instead of right-hand) may have been used to manufacture the seat belt assemblies, causing the low-friction insert in these

assemblies to face the wrong direction. These assemblies were subsequently installed in the subject vehicles. As a result, in the event the subject vehicles are involved in a crash which necessitates deployment of the pre-tensioner in the second-row seat belt assemblies, there is an increased possibility that the seat belt material may "bunch" and result in damage to the seat belt material that could lead to a tear in certain types of crashes. This can increase the risk of injury in those crashes.

6. Chronology of Principal Events:

October 5, 2021 – Early November, 2021

To conduct internal testing, the seat belt assembly supplier obtained a number of second-row outboard seat belt assemblies that were produced for the 8-passenger variant of the 2022MY Toyota Sienna. On October 5, 2021 the supplier observed that the assemblies may have been built incorrectly. Upon further inspection of these parts, it was discovered that the label on the packaging indicated an incorrect part number for the D-rings installed in seat belt assemblies that they obtained.

On October 6, 2021 the seat belt assembly supplier informed Toyota that incorrectly built second-row seat belt assemblies, for use in the 8-passenger variant of the 2022MY Toyota Sienna, may have been sent to the vehicle assembly plant. The supplier indicated that seat belt assemblies were built during a specific production period with an incorrect D-ring (e.g., left-hand side D-ring instead of right-hand), causing the low-friction insert in these assemblies to be facing the wrong direction.

Toyota immediately attempted to contain potentially affected vehicles and began inspecting vehicles and seat belt assemblies arriving from the supplier at the production plant. From the inspections, Toyota identified that vehicles had been built with the incorrectly assembled rear seat belt assemblies and that some potentially affected vehicles may have already left the production plant.

Toyota concurrently began investigating what effect the incorrect D-ring may have on the seat belt operation or performance. A review of the design history indicated that a directional D-ring, with a low-friction insert, was added to these seat belt assemblies intended for the outboard second row seats of the 8-passenger variant of these vehicles along with the addition of pre-tensioners. The additional directional low friction insert was included in the design of these seat belt assemblies at this time because Toyota's development testing indicated that, when a pre-tensioner is incorporated, the inserts were needed (in conjunction with other features), to help minimize the potential for the seat belts to "bunch" in certain types of crashes. Based on this analysis, it was determined that installing a directional D-ring in these seat belt

assemblies in the wrong direction causes the low-friction insert to lose its effectiveness.

Based on the aforementioned information, Toyota's engineering judgement is that in the event the subject vehicles are involved in crash which necessitates deployment of the pre-tensioner in the outboard second-row seat belt assemblies, there is an increased possibility that the seat belt material may "bunch" and result in damage to the seat belt material that could lead to a tear in certain types of crashes. This can increase the risk of injury in those crashes.

November 11, 2021

Based on the results of the above investigation, Toyota decided to conduct a voluntary safety recall campaign.

As of November 4, 2021, based on a diligent review of records, Toyota's best engineering judgement is that there are 0 Toyota Field Technical Reports and 0 warranty claims that have been received from U.S. sources that relate or may relate to this condition and which were considered in the decision to submit this report.

7. Description of Corrective Repair Action:

All known owners of the subject vehicles will be notified to return their vehicles to a Toyota dealer. For all involved vehicles, the dealer will replace the outboard second-row seat belt assemblies with ones that have been manufactured correctly 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 ("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 occur by January 16, 2022. A copy of the draft owner notification will be submitted as soon as it is available.

9. Distributor/Dealer Notification Schedule:

Notifications to distributors/dealers will be sent on November 17, 2021. Copies of dealer communications will be submitted as they are issued.

10. Manufacturer’s Campaign Number:

[Interim / Remedy] 21TB08/ 21TA08